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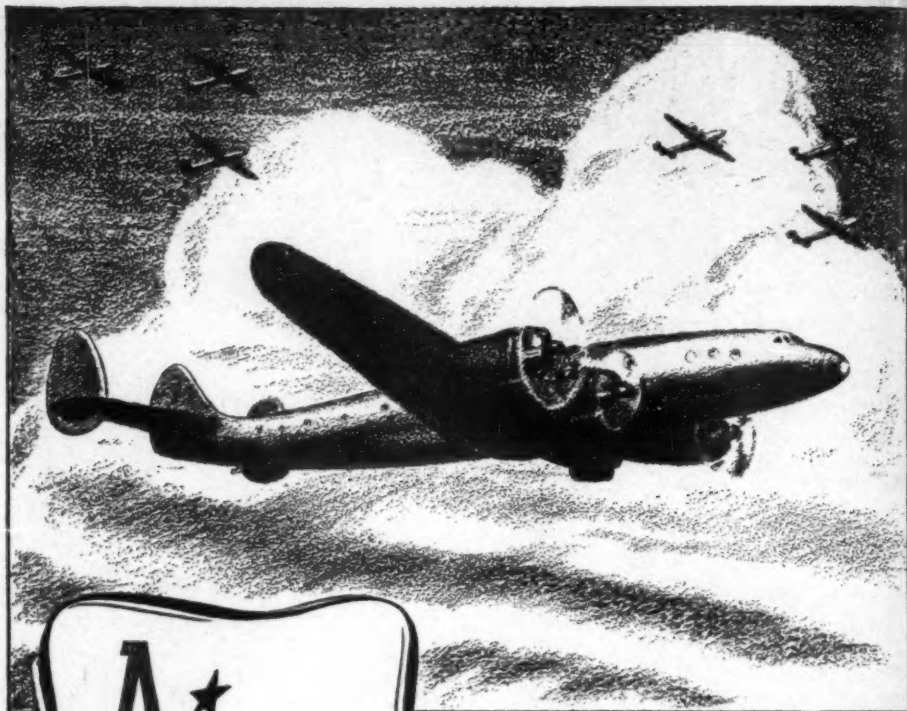
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# AIR TRANSPORTATION

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November 1943

VOL. 3

No. 5

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# The More The Merrier

## *Or What to Make of 156 U. S. Companies With Their Hats in the Ring for New Airlines From Everywhere to Everywhere*

**R**EADERS of AIR TRANSPORTATION—in fact, readers of any daily newspaper—already have an idea of what the Civil Aeronautics Board is going through these days, although they may not even know precisely what the CAB is. At least, it's no secret to anybody that the postwar air is already beginning to look practically black with competing airliners covering virtually every conceivable route on the face of the globe.

Naturally, the shipper—along with the potential shipper-by-air who is looking with more than casual interest to tomorrow—is profoundly bewildered. It would, for that matter, be crediting the CAB itself with a happy combination of the patience of Job and the wisdom of Solomon to say that it can easily make sense out of the apparent confusion.

For the fact is, as the reader will already have seen in the title above, that no less than 156 U. S. companies have applications for air routes, either domestic or international, pending in Washington. Among them, of course, you have virtually all of the established U. S. domestic airlines. Those are the ones whose applications you read about most often. But since there are only a mere 21 companies in the business in the U. S. now, it is obvious that a lot of other people think the postwar air will be a bonanza and want a piece of it for themselves.

**W**HAT is the shipper-by-air—and his comrade in interests, the potential shipper—to make of it all?

There are those who are inclined to condemn the pell-mell race for routes, who would be far better satisfied if the whole thing were being quietly settled behind closed doors with none of the necessarily interminable hearings which the CAB and the applicants will have to endure before the real postwar decisions are made. Naturally, the lines which already hold the

juiciest plums in the form of existing routes would vastly prefer to use their present routes as the major, if not the only, nucleus for all postwar expansion.

But the shipper will be wrong if he fails to ask himself: *Is that after all the American way? Is closing the door to newcomers in the air the way to insure the most efficient possible air-cargo and air-passenger service at the lowest possible cost? Is it the way to provide use for the vast number of transport planes our plants will be geared to produce after victory? (And that's a topic in which every last American citizen must be interested.) Is it the way in which the best interests of the country, as well as of the customer, will be served?*

The shipper will, of course, make up his own mind. So will CAB. And, of course, their answers will not necessarily be the same, though in the long run they are probably likely to be.

But in AIR TRANSPORTATION's opinion, all of this apparently confused rush for the grab-bag is an excellent and a thoroughly American thing, though admittedly tough on the people in CAB whose Herculean task it is to work it all out.

**A**IR TRANSPORTATION does not share the opinion of the ultraconservatives who say that there can't possibly be more than such-and-such a quantity of business, and that, therefore, newcomers should be kept out of the air transportation business be-

cause otherwise there won't be enough to go around. True enough, there probably won't be as much business as all of the optimists expect, either. But the promise of the air is too huge—the progress in the air is far too rapid—for anyone to stand up and draw a line and say: Beyond this point, air transportation cannot grow.

When we say this, we are speaking primarily of the domestic air. The subject of whether or not we shall favor a "chosen instrument" policy in the international air, by which one great company shall be created to represent U. S. air interests throughout the world, is too bound up with what other countries are planning—and its issues are still too lacking in full definition—for a decision to be easy on that point. What we are saying, however, in general, is that at no point in our air development, least of all now, can we afford to close the door and say that no new competition shall be allowed under any conditions.

To stifle new competition—to freeze U. S. air transportation development entirely in the hands of those who have so far developed it—would be as foolish as to have allowed the railroads, 20 years ago, to have been the sole developers of transportation in the air, had the railroads at that time desired such a step in their own interest.

For one thing, in passing, the 16 domestic airlines who joined last summer in the manifesto calling for all-out competition in the international air, are calling just as loudly, through their applications for new routes, for greater and greater competition among themselves within the U. S. Hardly any application for service between major cities now pending fails to promise competition of a very direct kind with existing lines. The reason the new lines are being sought is to provide service to other *intermediate* cities, many of which have little or no direct connection with major centers.

True enough, the so-called newcomers who are among the applicants are, to the airline man's way of thinking, a strange collection.

**T**HERE are such unfamiliar names as Freight Flite, Inc., for example, seeking a mail and cargo route from Boston to New Orleans; Milky Way Transport

Corp., which has similar ambitions between New York and Houston, and Rebel Air Freight, Inc., which wants to operate between Chicago and New Orleans, smack in the bailiwick already commanded by Chicago & Southern Airlines.

There is William B. Allen, who aspires to operate a mail-and-passenger helicopter service from New York to Philadelphia and Washington and other points as well as "mail only to every first and second class postoffice in New York, New Jersey, Pennsylvania, Maryland, Delaware and the District of Columbia."

There is, of course, Greyhound Corp.'s continent-spanning idea of helicopters, carrying mail, express and passengers, to parallel all existing Greyhound bus routes—a nationwide job all by itself. And there is—one of the oddest of all—the strange ambition of one Angeline Harris, who visions what somebody will undoubtedly label the airline to nowhere: Rutherfordton, N. C., to Union City, Tenn., and including on the way such bustling minor metropolises as Liberty, Etowah and Selmer, Tenn.

Then there are the railroads, at present barred from entering the air but nonetheless hopeful. The New Haven is looking for CAB approval via an affiliate, New England Airlines, pointing to the fact that it already operates buses on a large scale in lower New England and that the addition of airline facilities within its area would round out its service. The Missouri Pacific, serving a far vaster though far less populated area, would like to make its new Eagle Airlines span the Southwest from St. Louis, Memphis and New Orleans westward to Laredo, El Paso and Pueblo.

And there are a number of other enterprisers of a special sort. Oklahoma's Kerr Dry Goods Co., for example, pictures a helicopter system of its own by which it would bring every single town in Oklahoma of 5,000 population or more into its one-day delivery radius. In addition, Kerr's C. D. Adams is talking about a centrally located helicopter parking lot. No automobiles or conventional planes—just helicopters.

In the field of air pickup—the amazingly ingenious business so successfully pioneered by All American Aviation, Inc., and described on several occasions in AIR TRANSPORTATION by All American's late

founder, Richard C. du Pont and others. CAB has a whole deskful of applications for pickup service alone.

All American's new president, H. R. Bazley, in fact, was one of the most eloquent proponents of further recognition of pickup in postwar air planning in the October hearings on the subject conducted by CAB. Said he:

"The economic feasibility of short haul air transportation as it has been conducted by conventional methods is still speculative but there can be no speculation about the economic and operating feasibility of air pick-up service which represents the intensive development of short haul and local transportation.

"Air Pick-up service has now operated successfully for over four years. It has consistently maintained a high record of performance and in this period the service has become more than self-sustaining insofar as cost to the Government is concerned."

All American's Air Pick-up lines already serve 117 communities in the six states of West Virginia, Pennsylvania, Ohio, Kentucky, New York and Delaware.

Mr. Bazley also said:

"The technical progress in aviation may completely revolutionize future methods of air transportation but there is no development in sight which will supplant air pickup in the field of operations for which it was designed.

"New equipment has already been developed and placed in service which indicates that there is no theoretical limit to the size or weight of the load or the speed at which pick-ups can be made."

**B**EFORE long, the Civil Aeronautics Board will get around to making its own analysis of the hundreds of applications from the 156 companies that want to fly after the war. Such an analysis is obviously a necessary prerequisite to the making of sound actual decisions as to who can fly and who cannot.

Meanwhile, in AIR TRANSPORTATION's belief, the shipper should take heart in the promise of great developments, in his own interest, which the tremendous quantity of applications indicates.

If there were not truly huge possibilities

in postwar air transportation, why, after all, would so many companies want to be getting into it? True enough, among them is a fringe of speculators, no doubt, hoping to get something without investing much of anything in the way of experience or technological skill. But among them also are many people with the most faith in the soundness of the American future in the air—and specifically in air cargo—and with the skill and the money to back it up.

So we say: *The more the merrier*. Let every qualified operator—and every operator who thinks he is or may be qualified—continue to try for a place in the air. The sheer quantity of those who want to enter the business will act as a spur to those who are already in the business, will help to keep them more than ever on their toes toward providing better and less costly service for the shipper-by-air.

**L**ET no one be arbitrarily excluded from consideration. Let railroads, bus lines, steamship lines, make their applications, too.

It will be granted instantly that there seem to be great potential disadvantages toward letting a railroad, for instance, operate an airline. The common assumption being that a railroad is and forever will remain a ground-bound organization which would use its airline simply to prevent the loss of too much business from its rails, and not to develop as rapidly as possible in the air.

But is that quick conclusion wholly fair? And isn't it possible that, in clamoring that all surface transportation outfits be kept out of the air, the airlines themselves are taking a highly questionable position? A position where they, on their part, can be charged with trying to throttle new competition and keep the future of air transportation to themselves? Where, for example, would the great war shipbuilding program be, if newcomers to shipbuilding like Henry Kaiser had not been allowed and encouraged to enter the industry and make their contribution? Of course, the analogy is not perfect and there are many, many other issues, but the point is clear.

There are plenty of competent critics who charge that the prewar progress of air cargo was thwarted by the long-standing arrangement under which virtually all

domestic air cargo has been handled, for the airlines, by Railway Express Agency, an organization owned by the railroads—and that Railway Express has helped to keep air express rates high and thus to keep most express out of the air and still on the rails. But that is a case that can be argued both ways. Has air cargo's prewar development been slowed down, under the airlines-Railway Express arrangement, because the railroads wanted it slowed down or because the domestic airlines weren't interested enough in air cargo, for whatever reasons, to handle it with an express organization of their own instead of turning it all over to REA?

**W**HAT happened before Pearl Harbor, of course, doesn't matter half so much as what happens after victory. And before victory, there should be, in the interest of the present and potential shipper-by-air, the fullest possible exploration of every application, the fullest possible consideration of every factor which can make transportation of merchandise by air more efficient and more economical. There is plenty of time for such exploration, if it is started now.

On the competitive air-rail front, it should be remembered, too, that by no means all the traffic that tomorrow's cargo-liners will carry will be subtracted from rail freight and express. Vast quantities of it will be totally new traffic, created because air cargo will offer merchandising

possibilities that never existed before. Manufacturers aren't going to ship by air just because it is glamorous or so that they can brag to the trade about faster deliveries. They're going to do it, first and foremost, because it will be profitable to do it. And it will be profitable because it will bring new products into present markets and present products into old markets at a cost consistent with high sales and satisfactory profits.

Whatever can be done—and by *whom*—to hasten the day of *real* economy in air cargo shipping—will help the shipper and will make a substantial contribution to postwar progress and prosperity for the whole nation. When freight can be shipped by air—as will eventually happen—for as little as 10 cents to 20 cents per ton-mile, then air cargo will have arrived. Whoever can help to hasten that day should be allowed to try—subject, of course, to sound Government regulation in the shipper's and the people's interest by the Civil Aeronautics Board.

*So again, we say: The more the merrier. The more the merrier for the shipper—and for the American people.*

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*The foregoing is the first of several articles by the Editors of AIR TRANSPORTATION on the maze of applications for new airlines and how the shipper should view it. Watch the next in an early issue.*

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## **Western Purchases Inland Air Lines, Adding 1,300 Route Miles**

Western Air Lines has announced the purchase of Inland Air Lines, which augments Western's existing border-to-border route by approximately 1300 miles.

President William A. Coulter said from his Los Angeles headquarters that Western has applied to the Civil Aeronautics Board for approval of the purchase of the Inland system, which operates from Denver to Great Falls and from Cheyenne to Huron, S. D.

Western Air will, as the result of the purchase, add to its route the cities of Lewistown and Billings, Mont.; Sheridan, Casper, and Cheyenne, Wyo.; Denver, Colo.; Scottsbluff, Neb.; Rapid City, Pierre, and Huron, S. D.

Negotiations were said to have been completed this week with the four largest stockholders, headed by Richard Leffrink, controlling in excess of 83 per cent of Inland's stock.

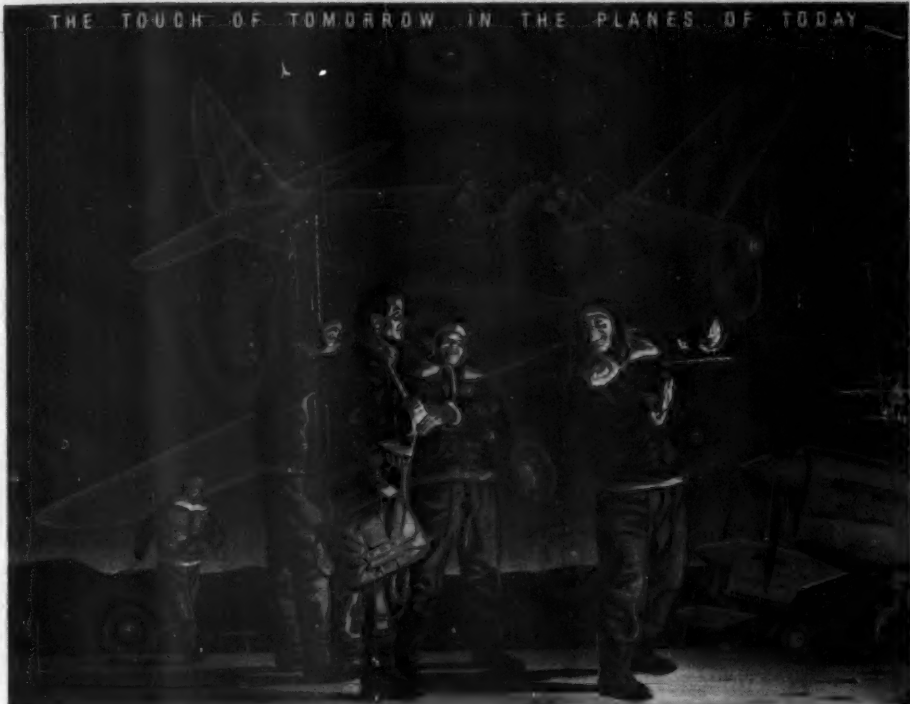
When CAB approval of the purchase is received, according to Coulter, Western Air will absorb into its company the Inland Airlines system, retaining its employees under the name of Western Air Lines, the oldest name in the annals of air transport history.

Coulter further reported that the Inland route "will form a valuable addition to the present Western Air Lines system, not only in the territory served but in operating economics and higher equipment utilization."

Recently Western was awarded a Los Angeles-to-San Francisco route, augmenting route mileage by 336 miles, and a route linking El Centro, Palm Springs, and San Bernardino, adding 293 miles.



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# Should America Have One Strong Airline to Capture Global Trade?

## **Juan Trippe of Pan American Wants A Merger of Firms to Create a Great "Community Company"**

*The creation of a single United States airline to conduct this country's international air trade was urged by Juan T. Trippe, president of the Pan American World Airways System, at the world trade dinner of the thirtieth Convention of the National Foreign Trade Council at Hotel Pennsylvania in New York City last month, at which Mr. Trippe was the recipient of the Captain Dollar Award for his "distinguished Contribution to the advancement of foreign trade." AIR TRANSPORTATION herewith prints this extremely significant speech in full.*

BY JUAN T. TRIPPE  
*President, Pan American Airways System*

**I**N accepting the Robert Dollar Award for 1943, I speak not only for myself, but also on behalf of the many thousands of men and women of the Pan American World Airways System. Today they are at their posts in the United States and in sixty foreign countries and colonies. It is the teamwork of many, at home and abroad, in the air and on the ground, which has brought about whatever contribution Pan American has made to American foreign trade.

Today as we are gathered here at the world trade dinner, two thoughts are uppermost in the minds of all of us. First, to win the war as speedily as possible. Second, to expand our system of free enterprise—our American way of life—in order to provide jobs at decent wages for the millions of fighting men who will return, as well as for the many who now are employed in strictly war industries. Everyone agrees that this is our most pressing post-war problem.

At least ten million new jobs must be found—jobs that did not exist in 1940 when but 46 million Americans were gain-

fully employed and some six million were on work relief. This is the challenge we shall face. Should we fail, we would be confronted with the staggering total of 15 million or more out of work. The end of an economic tailspin on such a scale could mean only regimentation for us all, and the end of democracy as we know it.

Every sector of our domestic economy can be counted on to do its share in meeting this challenge. Important study groups and committees appointed in the Congress and by our great national business, agri-



*Juan T. Trippe (center), president of Pan American World Airways System, is shown receiving from James S. Carson (left), chairman of the Award Committee, the plaque of the Captain Robert Dollar Memorial Award for "distinguished contribution to the advancement of American foreign trade." At the right is Eugene P. Thomas, president and chairman of the National Foreign Trade Council. The presentation was made at a dinner during the National Foreign Trade Convention in New York at which President Trippe proposed that by expanding post-war world trade the United States could employ 10,000,000 people. At the same time he presented three possible alternatives facing the Government in adopting a post-war air policy.*

culture and labor organizations are already hard at work. But they are, for the most part, directing their efforts in the domestic field.

Their efforts will produce results and will all contribute. But the opportunity to create most of the ten million new jobs, in my opinion, lies in a wide expansion of our foreign trade. Those of us in foreign trade can visualize this. To the average American, however, such a thought is still fantastic. The great bulk of Americans who live inland know little of foreign trade. They do not realize that even our relatively small pre-war foreign trade affected their individual lives, whether or not they themselves were personally engaged in it.

### **Britain's Foreign Trade**

There is an obvious reason for this. For the past hundred years, foreign trade has been only a minor item in our nation's balance sheet. In 1938, the last normal year, exports amounted to but 5 per cent of our national income. Only one person in five among our employed population was directly or indirectly engaged in foreign trade.

In most countries, on the other hand, foreign trade is the keystone of the national economy. For example, foreign trade has been the life-blood of Great Britain for centuries. In 1938, England's foreign trade was over 20 per cent of her

national income. Three out of five of the population directly or indirectly gain their livelihood from foreign trade. If we here in the United States, with our resources and productive capacity, increase our foreign trade so that it directly or indirectly employs two workers in five instead of one in five, we will have created ten million new jobs.

There are those who may argue that this is an impossible task—that the United States simply is not a foreign trading nation. They forget that has not always been so. A century ago, we were one of the world's great trading nations. Our population was concentrated on the Atlantic seaboard. Our famous clipper ships had built up a vast world commerce. In fact, foreign trade produced most of the wealth used to open up the continent. When we crossed the Alleghenies and started moving West, the interest and energies of our people turned inland. We lost interest in foreign trade. We concentrated on domestic development. That job was big enough to keep us occupied for a hundred years. With an energetic people, great natural resources, and freedom for the individual to rise as fast as his abilities would carry him, we built a great nation, and provided for our citizens a standard of living higher than anyone ever before dreamed of.

In this great transcontinental development, transportation and communications had a leading role. First came the railroads to link our scattered settlements. Then came our highways, automobiles and trucks to bring the trade of the nation to the door of the most remote farmhouse. Finally, domestic air transport, making the most distant points in the country but an overnight journey. And this has all been made possible by our domestic communication facilities—our privately operated telephone and telegraph systems, which are the envy of the world.

### ***A Global "Neighborhood"***

Thanks to domestic transportation and communications, our forty-eight states are a neighborhood. New York and San Francisco are closer in time than were New York and Philadelphia a hundred years ago. And today, having accomplished all this in our own country, we can play our part in accomplishing the same thing throughout the world.

Man now stands on the threshold of the age of flight, the air age, when not just single nations or single continents, but the entire globe will become one neighborhood—when San Francisco and Shanghai, New York and Moscow, Miami and Cape-town, will be figuratively just across the street. Land areas heretofore isolated by oceans, mountains and jungles will be accessible as any others.

I will not dwell on the tremendous implications of the air age. I am sure it must be obvious to you all, however, that the coming of the air age will inaugurate a new era in world trade. Within our own history, we have seen how high-speed transportation and communications developed our domestic commerce to the hundred billion dollar level. Who can foretell to what level world trade will rise in the air age?

We in the United States should get our fair share of this vast future commerce. We must maintain our political and economic position in the world. Only by becoming once again a great world trading nation can we do this. Only in this way shall we be able to provide the millions of new jobs which must be found if our democracy, our system of free enterprise, our American way of life, is to endure.

How are we then going to re-establish ourselves as a leader in foreign trade?

Those of us in foreign trade know that if we sell abroad we must also buy abroad, that if our ships and planes are to go out loaded they cannot come back empty. We know we must encourage with our own capital the development of industry in backward countries. We know we must enlarge the reciprocal trade agreements program and gradually revise our tariff wall downward and, finally, we know that we must begin to train our youth as commercial ambassadors. In fact, I believe you will all agree with me when I say we must change Horace Greely's old slogan "Go West, young man" to a new slogan for the air age, "Go abroad, young man."

Fortunately, most informed Americans are beginning to agree with us. They are every day becoming more foreign-trade minded. But the majority do not yet appreciate the importance of overseas shipping, communications and air to a nation's foreign trade. Would not America do well to investigate what the successful trading nations of the world have done, what they, through long experience, have learned?



What, for example, have the British done to become so eminently successful in foreign trade? What are they doing today to make a bid for leadership in the air age? We should examine the answers to these questions so that we will be ready for the peace, when world competition for trade will be resumed.

### *A New Geography*

It is to be expected, with three out of five Englishmen directly or indirectly engaged in foreign trade, Britain should have a different outlook. Britain is world-minded. We have been mainly American-minded. Britain thinks in terms of ships and cargoes, of foreign trade and commerce. Young men are taught the economics of world trade. They are taught foreign languages and foreign customs. They look forward to careers in foreign trade. They go out to the far corners of the world to learn the techniques of commerce.

Today, they are being trained in the modern geography of the air age. They are being taught to think of time and distance in terms of world air transport. Foreign trade is England's life. Britain knows that she cannot be strong and healthy unless millions of Englishmen are employed in foreign trade. Britain knows that her future depends on securing her share of the greater world commerce of the air age. Britain will do this, and we Americans shall be glad of it. A strong Britain will be a cornerstone of world peace.

In preparation, the British already have provided their foreign traders with the tools they will need. They have consolidated their separate cable and radio communications companies in one great system—British Cables and Wireless, Ltd. From London, this great British communications network stretches to every corner of the globe, providing swift, low-cost universal communication. No such comprehensive or direct system is available to traders of any other nation.

By establishing this common front Great Britain has made it impossible for foreign countries to play off one separate British communications company against another. One single community company negotiates all her foreign communication franchises.

In the same way, the British government has concentrated all overseas air transport in a single strong community company. Formerly, there were four British international airlines competing with one another and with foreign airlines as well. When the other foreign trading nations consolidated their overseas airline to better meet world competition, the British followed suit and merged their international airlines. Now Britain has one single powerful unit—the British Overseas Airways Corporation. Behind this great air transport company is the full power and prestige of the British Government. The air liners of British Overseas Airways, manned by British crews, will fly all the post-war trade routes of the world. In dealing with foreign governments, British air transport enjoys the same advantages that British communications has had since Cables and Wireless was created.

I do not mean to imply that only the British are preparing to effectively compete for world trade in the air age. Far from it; all the trading nations will be in a strong position. World air transport in this air age will be truly a battle of the giants. The Dutch are represented by their K.L.M., the Russians by their Soviet Air Trust, the French by Air France, Sweden by their S.I.L.A., Canada by Trans-Canada Air Lines, South Africa by South African Airways. If Germany, Italy and Japan are permitted to operate at all, we will have also the Lufthansa, Ala Littoria and Dai Nippon. Many of these international systems are government-owned monopolies. Some are privately owned and function under government regulations as great public utilities.

### *The American Position*

Let us, in light of these facts, consider the American position. With respect to shipping, we shall come out of the war with more merchant tonnage than any other country. But our foreign traders will be greatly handicapped unless we have a unified communications system, providing an efficient world-wide service. Today, Western Union, R.C.A., I.T. and T., Mackay Radio, and several smaller American companies are all competing with each other as well as with foreign monopolies. The State Department and the Fed-

eral Communication Commission are in accord that the American position can only be preserved by unification. The officials of the companies themselves have testified that a common American communications company is the one best solution if America is to compete on equal terms with foreign nations.

### ***Appeal to Congress***

In favorably reporting out a bill to carry out this program, the House Interstate and Foreign Commerce Committee stated, and here I quote, "Our competing American companies engaged in international telegraph service have to deal abroad with foreign monopolies, usually Government-owned or Government-supported, with the result that the foreign monopoly plays one American carrier off against the other. The goal to be achieved in the field of international telegraph service is that of a strong unified telegraph carrier under American control."

Congress should promptly approve this pending bill so that all United States communications facilities abroad can be merged into a single company—a company privately owned and operated but subject to proper government regulation. The outstanding service rendered by the Bell System in our domestic field, in comparison to the government-owned telephone systems in foreign countries, proves that a privately owned monopoly under government regulation best serves the public where unified operation is needed. The recent government-approved merger of our domestic telegraph facilities is a further recognition of this fact.

Equally important, our government should now formulate a national policy with respect to international air transport. While we invented the airplane, and while we are today the greatest military air power in the world, we alone among the

trading nations have no official policy to guide our overseas air transport effort in the air age.

What shall we do? Shall we have ten or fifteen separate American airlines each competing with the other as well as with powerful foreign monopolies? Shall we have three or four airlines—each restricted to a separate zone? Britain, France, Germany and Japan tried this scheme for several years and then abandoned it in favor of the single-company system. Or shall we have one strong American international airline, strong enough to compete on even terms with the great foreign flag air transport monopolies—a community company—owned and controlled, not by any one aviation interest, but by all American transportation interests able to contribute, under an organization plan approved by the Government.

### ***Jobs and Trade***

In reaching a decision, the Government should not consider the position of any one airline or any group of airlines. The problem is too big for that. It is a national problem affecting the future, at home and abroad, of all American transportation. It will affect the future jobs and livelihood of millions of Americans. It will affect our foreign trade. It will even affect our national defense. The policy must only be determined by what is best for our country as a whole.

Right now, the most important thing in the world is winning the war. But, when the war is won, our country must have those 10,000,000 additional jobs. Increased foreign trade in the air age under our private enterprise system is the best single opportunity to provide these jobs. We need to move and move quickly. If we fail, we will deserve reproach from those now fighting and future generations of Americans to come.

**The suggestion of an air monopoly for foreign trade has drawn opposition of many groups and individuals. Some of this opposition is reported on the pages immediately following.**

# Air Monopoly Idea Brings Frown from U. S. Chamber of Commerce

## *Trippe's Call for "Community Company" Also Draws Fire of P.V.G. Mitchell*

ANY monopoly of overseas air transportation is opposed by the Chamber of Commerce of the United States. In a release from the Washington headquarters of the Chamber of Commerce a "maximum post-war utilization of America's international sea and air transport" was called for "with no monopolies."

In addition, Juan T. Trippe's demand for a "community company" to carry on America's international air trade was opposed in a letter to *The New York Times* from P. V. G. Mitchell, former vice-president of the United States Lines.

The stand of the Chamber of Commerce of the United States was shown in the overwhelming acceptance by the membership of proposed policies put forward by a special Chamber committee which explored the subject and whose recommendations were given approval by the Chamber's Board of Directors.

Under the Chamber's by-laws, policy proposals approved by the board becomes the official position of the Chamber if not vetoed by at least 20 per cent of the membership. In this case, opposition votes came from only sixteen of the Chamber's more than 1,800 member organizations.

The policies adopted, besides advocating that no single company or branch of transportation be given a monopoly of international air transport development, call for wide expansion, after the war, of shipping and air services abroad and as rapid re-establishment of commercial services, even before hostilities cease, as may be consistent with the war effort.

Mitchell's letter taking sharp issue with Trippe's proposals stated that we should "exclude the monopolistic design from our pattern of Global communications." The letter declared:

"The address of Juan T. Trippe, president of the Pan American Airways System, at the annual dinner of the National Foreign Trade Council, as reported in your issue of Oct. 27, should not go unchallenged.

"I have the greatest respect for Mr. Trippe, personally, and admire his truly magnificent accomplishments as a pioneer in international air transport. However, anyone who has closely followed Mr. Trippe's career must be impressed with his monopolistic approach to all matters affecting air transport in the areas served by Pan American Airways, and therefore it is not surprising to find him advocating a monopoly in international air transport: 'A community company, owned and controlled not by one aviation interest, but by all American transportation interests able to contribute, under an organization plan approved by the Government.'

### *All Carriers Involved*

"It is not clear just what is meant by 'all American transportation interests able to contribute,' but it would seem to incorporate steamship lines employed in foreign trade, airlines contemplating transoceanic air services and possibly domestic rail lines and waterborne carriers that would act as tributaries to this global colossus.

"No one can reasonably argue with Mr. Trippe's views on foreign trade—it is a two-way street. If we expect to succeed in our development and expansion of export markets, we must recognize that principle and break

down the political barriers in this country which permit our tollgates to swing outward only, either by reciprocal trade agreements or a more liberal tariff policy.

"To anyone who has lived abroad, or who has an intimate acquaintance with foreign peoples, it will be obvious that a monopoly of air transport through one gigantic corporation operating global services would create antagonisms and impede the development of foreign trade more than any policy which can be thought of.

"We must be realistic in this matter and recognize that the foreign competition, fostered though it may be by Government aid, will view with suspicion and alarm any enterprise founded upon the principle of an all-embracing monopoly. The smaller sovereignties would be ruled out of their legitimate right to share in the international air transport routes by the size and financial resources of such a gigantic monopoly, and the great powers would place so many obstacles in its path that it could not work.

"It was tried once on a smaller scale when the Morgans created the International Mercantile Marine Company to dominate shipping on North Atlantic trade routes, when the retaliation of the British and the Germans was instant and far-reaching.

"Monopoly, per se, is repugnant to Americans and accepted only in a very limited number of enterprises, such as the telephone, for illustration. I can think of no arguments

which would justify it for international air transport any more than it can be justified for international water-borne transport or domestic rail lines. Integrated, yes, but that is a very different affair and admirably illustrated by the policies of the United States Maritime Commission under the Merchant Marine Act of 1936.

"There is no essential difference, except in the element negotiated, between water-borne and air-borne foreign commerce. I think Mr. Trippe would be on surer ground if that were recognized—also the principles which guide the Maritime Commission in allocating and protecting trade routes, including the application of the so-called 'grandfather clause,' which would protect Pan American on its established routes—and the provision for 'certificates of public convenience and necessity' were applied to future transoceanic airlines.

"Considered from any vantage point, foreign trade and international transportation are two subjects which will loom large at the peace table. Dealt with fairly and with due regard for the interests of others while protecting our own rights, they can be a powerful factor in welding a permanent peace. Dealt with selfishly because we have a preponderance of the working tools, they may lay the foundation of much ill-will and future disputes.

"By all means exclude the monopolistic design from our pattern of global communications."

---

## New Compass Developed for Bombers Will Speed Cargoes in Peace to Come

A revolutionary type of compass, which is enabling United Nations' fliers to find their way to bombing objectives and to return home unerringly, has been described by the Philadelphia Division of Bendix Aviation Corporation, after months of use in our theatres of war. After the war this compass will speed.

Developed in the research laboratories of the Eclipse-Pioneer Division of the corporation under the direction of W. A. Reichel, director of engineering, the new compass, Charles Marcus vice-president in charge of engineering, said, "is as great an advance over the conventional magnetic compass as that compass was over the lodestone."

The Gyro Flux Gate Compass, as the new instrument is known, uses the earth's magnetic field to develop minute electrical impulses which, when amplified, turn the compass indicator.

The new compass will not go off its reading when the plane dives or climbs rapidly, it will not lag or overshoot during a turn and it will not oscillate or "hunt" back and forth in rough weather. This is particularly noticeable in the polar regions where magnetic compasses go haywire.

This compass is the result of seven years of development by Bendix engineers and its existence can now be revealed, because one or more of them have fallen into Axis hands. "There is, however, no possibility that the enemy can catch up with us because it will be impossible for them to duplicate the performance of this compass," Reichel said, "much less to put it into volume production during this war."

An advantage of the new compass, it was pointed out, is that no correction card, necessary with magnetic types, is needed because it gives fully corrected readings at all times.





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# A Look Behind Scenes At the Army's World-Wide Air Transportation System

## *A Discussion of the Types of Planes And Cargoes, Loading Problems And Systems of Handling Records*

BY COLONEL HAROLD R. HARRIS

*Assistant Chief of Staff, Operations, Air Transport Command*

**T**RANSPORT aviation, while unspectacular for the most part, has played a very important and growing part in the total war effort. It is doubtful that we will see, at least in our life time, a world-wide air transport operation, under one management, comparable with the operations of the Air Transport Command of our Army Air Forces.

The army has never really been in the air-cargo business until this war. To be sure, we owned and operated some transport type aircraft and carried some military cargo within the United States, but in the light of present-day activities, we had no real military air transport experience. There was available, however, a fairly generous supply of personnel, equipment, facilities and vital "know how" in our commercial airlines and to them we turned. Today the Air Transport Command has under contract most of our airlines, performing a great variety of tasks with great credit to themselves and inestimable value to the war effort. Our own Air Transport Command organization includes a generous number of former airline executives and pilots who traded their plaid suits for brown, rolled up their sleeves and went to work on the biggest air transport job yet attempted.

In discussing our problems it is important to keep in mind at all times our reason for being in business. Our job is to move by air all cargo, passengers and mail of such urgent nature as to require air transport. The emphasis is on the "urgent."

December of 1941 found the Army Air Forces with a major air transportation problem, world-wide in scope. Solution of this problem required, among other things, transport type aircraft and a hurried survey soon decided the first move. For some years most of our commercial airlines have largely used the Douglas DC-type transport and found it to be a reliable and efficient airplane for most transport purposes. A large number of these airplanes were acquired from the airlines and put to work all over the world. These ships were of several models and fitted for passenger operation, including sleeper service. Conversion to cargo operation was required and accomplished by stripping out passenger fixtures and refitting for cargo work. Some engineering changes were necessary such as strengthening of cabin floors, but the result was a nucleus of cargo aircraft of proven reliability.

The Douglas DC-type aircraft still forms a most important part of the Air Transport Command fleet and has been augmented by much additional construction. The newcomer in this category is the Douglas C-47, essentially the old DC but with wide



**Colonel Harold E. Harris, Assistant Chief of Staff, Operations,  
Air Transport Command.**

double doors for more efficient handling of cargo.

Two other types of commercial aircraft played an important part in our early operations. Several Boeing 314 Clippers and Boeing Stratoliners were put to work. These were four-engine craft adaptable to long-range flying and were assigned specific tasks of appropriate type, particularly for long over-water hops.

Shortly thereafter airplanes of a new type became available. For some time Douglas had been working on a large four-engine plane designed for commercial use. This soon became available as the C-54. With long range and efficient load carrying capacity this airplane has played an increasingly important role on the long ATC international routes. It inherits many of the admirable flying characteristics of its smaller predecessor, the DC-3.

The early search for long-range, multi-engined airplanes adaptable for transport service included a study of existing military types. The Consolidated B-24 Libera-

tor could be and was converted to cargo use. The transport version is the C-87 which is daily compiling an enviable record of non-stop long range transportation. Design objectives in military aircraft and transport aircraft do not fully coincide and the record must show that converted military airplanes have certain basic characteristics which prevent them from being the ideal solution to air transport problems. The C-87 has done a fine emergency transport job, but does not pretend to be the final answer.

The newest transport type coming into widespread use, is the Curtis Commando C-46. This is a twin-engine airplane designed and engineered for cargo work. Regardless of appearance it can be expected to deliver the goods. Large doors, very large cabin dimensions, engineering attention to such details as tie-down rings, good flying characteristics and maximum useful payload per horsepower gives this aircraft great promise as an efficient cargo transport. We continue to experience the

old problem of working the "bugs" out of a new airplane. At times the C-46 seems to have more than its share but good basic design and efficient load-carrying ability should warrant the time and effort spent to make this newcomer an operationally efficient transport aircraft.

### ***Jigsaw Puzzle of Routes***

Just a passing word for the Lockheed Constellation. This new four-engine transport, the largest yet designed for the job, is coming along. As yet unproved, it has great possibilities.

The ATC cargo fleet, then, is composed of several types of aircraft which must be made to fit a jigsaw puzzle of international routes embracing every conceivable type of operation—long hops and short hops, high temperatures and low temperatures, high altitudes and sea level, long runways and short runways, mountains, valleys, deserts and oceans, high humidity and low humidity monsoons, typhoons, and more stuff than the boys fly the mail through. Complete standardization of equipment, even on individual routes, has so far been impossible.

Airport terminal facilities in remote places, a great many in foreign territory, presented one of our first major problems. Adequate airports suitable for operation of large aircraft did not exist on our proposed routes, with few exceptions. Short runways were prevalent and adequate shop facilities practically non-existent. The answer to all of these basic problems was new construction.

### ***By Riverboat and Camel***

To complete this portion of the story requires brief mention of several other corollary major problems. The supply set-up taxes the imagination. The transport of supplies by steamship, riverboat, narrow gauge railroad, motor truck, camel back and native porter to isolated bases is a story of real achievement. Communication is an ever-present problem not fully solved. The establishment of a world-wide network of communications channels is itself a noteworthy technical accomplishment reflecting the greatest credit on the respective Army specialists.

Now a brief word on the Air Transport Command routes. Plot on a world map the present theatres of war, draw lines from the United States to these theatres,

taking care to plan the routes so as to keep non-stop flights within the practical range of available aircraft, and you will have an international network not far different from our actual routes.

The North Atlantic route is our air link with Great Britain. The South Atlantic route takes us to South America, Africa, the Middle East and the Far East. The Central American route brings the Panama Canal a few hours from home and the South Pacific Route reduces thousands of miles to mere hours. Alaska is closely connected with United States bases, and all of the foreign routes are tied together at their United States origin by a domestic network serving principal military installations.

### ***Types of Cargo***

With the foregoing as a background, let's now look specifically at air cargo. Perhaps the best place to start is to define the types of cargo we are called upon to handle. Generally speaking, anything that will go through the door of the airplane can be classed as air cargo, keeping always in mind that it must be urgently needed at destination. I doubt if you could name any type of material or commodity related to the war effort that we have not carried.

From the standpoint of traffic movement and handling, air cargo falls into several types. Heavy, bulky pieces constitute one of our principal problems. Aircraft engines, oil drums, barrels of cement, jeeps, bulldozers, fork lifts and other heavy machinery and parts are difficult to handle. Special types of equipment are required to move these pieces on the ground and lift them into the airplane. Pressure of necessity has rapidly developed specialized methods and equipment. Cargo hoists or fork lifts, cranes, trucks with lift bodies and skids do an efficient job. Much of this equipment is the result of redesign and refinement of warehouse-type cargo moving and lifting equipment which has been adapted to air cargo use. Nearly all of it is motorized.

Next to heavy cargo, odd-shaped pieces cause us the most concern. These are not so hard to move into the airplane but immediately a stowage problem is presented. Steel pipe and bars, propeller blades, aircraft cowlings, turrets, wing tips, ailerons and strategic materials in sacks are awk-



ward to stow and tie down. Frequently great bulk and lack of weight is the principal problem and this type of cargo is difficult or impossible to stack.

Some cargo requires special handling and attention. Explosives and acid require particular care in stowing and tie-down to insure against landing, take-off and rough air shocks which may result in shifting. Serums and other types of medical supplies require icing or other special handling. A surprising volume of very small pieces are handled and often cause as much trouble as the large pieces. The most welcome type of cargo both at origin and intermediate transfer points and particularly at destination, is mail. Mail sacks are good stowage and easy to handle.

### ***Repackaging of Cargo***

Repackaging of cargo for air shipment is an important and necessary prerequisite to efficient cargo transportation. A considerable portion of intended air cargo is delivered to us by rail or truck in heavy wooden containers which are necessary for proper protection up to the point of air shipment. The ideal solution is to pack the item first for air shipment, then for local transportation, thereby enabling us to knock off the heavy outer crate, thus making the shipment available for immediate plane loading. This, however, is very often impossible.

The answer to this problem is repacking at the Air Service Command Intransit Depots located at the several Aerial Ports of Embarkation. This activity has a technique all its own resulting in a saving of thousands of tons of dead weight and considerable bulk. Experience has taught the best methods of packing air cargo and many unique solutions have been found to unusual problems. All air cargo is adequately packed giving consideration to radical enroute changes in temperature, moisture and normal operational shocks. Special glues, shellacs, paper, and marking materials have been developed with excellent results.

Of all the practical handling problems presented by air cargo, the one which perhaps has occupied us most is tie down. The objectives of a good tie down system are quite simple—ease of loading and unloading, positive securing of cargo within the cabin and economy of materials used.

When you want to secure something you

quite naturally turn to rope or string. All of us have tied knots since childhood and have, at least, an elementary working knowledge of the subject. Therefore, it is not surprising that the first air cargo tie downs were accomplished with rope. But this is not the answer.

Through the research facilities of commercial organizations much experimentation has resulted in improved methods. All ATC cargo aircraft are now being equipped with a new tie-down system utilizing vertical steel bars to which horizontal cross members can be anchored over the top of the cargo. This is a positive method in which locks slip down over the bars and are jacked down over the cross members. The jacks are simple but powerful and insure ample pressure on the cross members resulting in cargo being firmly secured. Vertical bars are hooked in floor rings anchored to the airframe structure.

Locks can be instantly released and an entire cabin tie down dismantled in a matter of minutes.

### ***Problems of Loading***

Proper and efficient loading of transport aircraft is a major problem demanding close attention to several factors. The initial selection of the cargo to be loaded requires study and experience. Both bulk and weight must be considered. Except in an emergency, you would not construct a load entirely of heavy ammunition with small bulk or of awkward engine cowlings representing large bulk and light weight. Proper utilization of the cabin area and maximum payload demands a selection of assorted cargo comprising both weight and bulk.

Safe and efficient flight operation require that cargo be so placed within the cabin as to result in a perfectly balanced airplane in flight. The center of gravity is, of course, the determining factor and varies with each type aircraft. A number of good systems have been devised to control the balancing of cabin loads and the Army Air Forces have recently standardized on one method which is now being taught to weight and balance officers.

A very practical problem results from the need to quickly identify and locate cargo in the cabin after arrival at intermediate destination. Because of the weight, bulk and tie-down problems already men-

tioned it is not always possible to arrange the cabin load by destinations for easy off-loading. Thus loading charts are needed, reflecting both weight and balance and location by destinations. These may of necessity be frequently changed en route, as the load changes.

Cargo cannot move unless properly marked with destination, weight and other pertinent data. Airplanes cannot be safely flown without exact knowledge of the weight aboard. The whole system breaks down without proper documentation for routine handling, tracing and record purposes.

Traffic movement forms are of several types, each designed for a specific purpose. The airway bill identifies each piece and carries a serial number by which it is moved, recorded and traced. One or more copies are securely affixed to the cargo. Other copies are used for record purposes at origin and in some cases furnished to shipper and consignee. All pertinent data appears on this form. Lot labels are used in handling shipments consisting of several separate pieces in order to reduce the time required in making up airway bills.

Separate manifests covering cargo and passengers are required for all traffic moving to each destination. Each individual item is listed together with all appropriate information including weight.

Records of cargo transferred at connection points are maintained. Passenger forms, including tickets, are provided. We have no space here to fully describe the detailed study which resulted in the preparation of the forms themselves. No other transportation system had faced and solved problems equal to those confronting the Air Transport Command. Consequently scant help could be found outside of our own organization.

### ***Super Cargoes for Planes***

One project now being worked may be of interest. Flight Traffic Clerks—so called “supercargoes”—are now being trained and will soon become part of the crew of each ATC transport. These soldiers will be responsible for a great variety of functions, all directed toward greater efficiency—checking of manifests, assisting with loading and unloading at intermediate points, supervision of tie-downs, checking of weight and balance, handling of passengers, and other duties.

The priority system is the controlling factor in the flow of traffic to and over the Air Transport Command routes. Each piece of cargo and each passenger must be carefully evaluated to determine the degree of urgency before a priority is granted. The widest possible variety of factors are considered before final determination is made. All of these factors are available to the priorities officer and each request for approval seeks its level in order of urgency.

### ***Variety of Routes***

Priority once established, shipment is made to the origin of the route and the traffic moves out in order of precedence. The total average capacity of each route is broken down into traffic channels flowing to principal terminal destinations.

Many interesting traffic flow problems are involved in our operations. On one route traffic is moved several thousand miles before encountering a long over-water flight which requires additional gas and consequent decrease in cabin load. The off-loaded cargo immediately forms a backlog and is subject to delay. This situation is handled with shuttle planes operating over the water jump in order that route capacity will be held constant through to destination.

On another route a different situation exists. A long over-water flight followed by shorter flights results in an increase in allowable cabin load. This situation also requires shuttle trips over the water hop to bring route traffic up to capacity for points beyond.

These are some of the problems concerned in military air cargo transportation on a world-wide basis. As seems always the case in air transportation, we are still in the development stage, facing new and difficult situations. But that makes it interesting and worthwhile.

I am sure there is no doubt in any of our minds about the ability of American brains to find the right answers and, under the able leadership of our hard-working ATC Commander, Maj. Gen. Harold L. George, we will, with the continued assistance of the commercial operators, come out with the right answers.

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*The foregoing article was condensed from a speech before the Institute of Aeronautical Sciences at Washington, D. C.*



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# New York Board of Trade Forms Aviation Section

## *New Group Plans Immediate Program Toward Postwar Air Expansion of Port; John F. Budd Is Named Chairman*

**I**N one of the major steps taken so far to pave the way for the air future of any American city, the New York Board of Trade's President Floyd N. Dull has announced the formation of a semi-autonomous Aviation Section, to include in its membership representatives of every branch of aviation activity and allied pursuits.

Organization of the new section is proceeding as rapidly as possible, along lines similar to those of the nine previously existing semi-autonomous divisions whose work has made the New York Board a unique commercial organization, and one whose influence, unlike most chambers of commerce and similar bodies, extends far beyond the metropolitan area.

Named as chairman of the new group is John F. Budd, editor and publisher of *AIR TRANSPORTATION*, who is already at work on the details of organization, assisted by Dan H. Ecker, foreign trade analyst and former executive secretary of the Colombian-American Cultural Institute, who has been chosen as secretary.

Activities of the new section, the Board of Trade's President Dull declared in a formal statement, "will encompass the plans for the future of New York as a great airport center for domestic and international air commerce."

"Within the metropolitan area," he continued, "there are many firms in the manufacturing and servicing branches of aviation, as well as operators and allied interests, who desire to pool their resources and future planning. The Aviation Section thus will serve as the representative spokesman for the growing aviation industry in this area, and will offer a clearing house for ideas and a platform for an aviation forum."

Chairman Budd underscored the rising importance of air cargo to the Port of New York when he pointed out that "dur-

ing the past eight months, charges collected on domestic and international air express have exceeded \$1,660,000 for merchandise air-moved in or out of the Port. The fact that this volume is constantly growing necessitates a frank analysis of the present situation and a need to plan concertedly and intelligently for a tremendous increase in the post-war era."

In an official statement of objectives, the Aviation Section laid down its opening platform, which indicated that its objectives will in many ways encompass a nationwide outlook rather than mere local promotion for the New York area:

1. Promote unity of action among all aviation and allied interests and to take such steps as in its judgment it deems proper to advance such interests;
2. Bring about a better trade acquaintance and understanding among those directly or indirectly affiliated with Aviation and to afford its members the advantages of discussions and information on all phases of Aviation and Air Commerce;
3. Create intelligent interest in Aviation, and cooperation with public agencies;
4. Inspire and encourage such over-all federal legislation providing for uniform operating and economic regulation and to discourage "hodge-podge" state and local aviation legislation;



5. Urge expansion of the United States Post Office Department's use of air facilities; and
6. Study, survey and plan, immediately, for the expansion of post-war Aviation and the promotion of Aviation as an industry.

Next step in the section's organization will be the naming of an executive committee and a vice-chairman. The executive committee is planned on a broad basis to include representatives of air transportation, aircraft and accessories manufacturing, aviation finance, shipping facilities, public relations, insurance, aviation medicine, airport equipment manufacturing, legal counsel, training agencies, trade journals, communications, graphic arts allied to aviation, fuels and lubricants and cooperating transportation agencies. In addition, there probably will be representatives of the field's ultimate "consumers"—users of air transportation.

To assist the executive committee, an aeronautical advisory council is also planned, to include technical specialists, consultants, aviation researchers, educators in aeronautical science and elected

representatives of the aviation industry itself. There will also be an associate group including representatives of government bodies, city and state as well as national, of the Armed Forces and of the press.

Monthly luncheon forums are planned as soon as the organization is set up, as well as a newsletter for members.

**T**HE New York Board of Trade itself was founded in 1873 and boasts a long and distinguished career of service to business and the public, the 70th anniversary of which was celebrated with a dinner at the Waldorf-Astoria in September of this year. Its sections include many members from states outside New York.

Its sections today include the 50-year-old Drug, Chemical & Allied Trades Section, and sections devoted to Insurance, to Securities, Commodities & Banking, to Latin American Trade, to Textiles, to Transportation, and to Retail Trade, beside a Professional Section and a General Section. In addition the Board has an active War Committee, divided into subcommittees on defense, business, employment, finance and the port, and a Committee on Government Finance & Taxation.



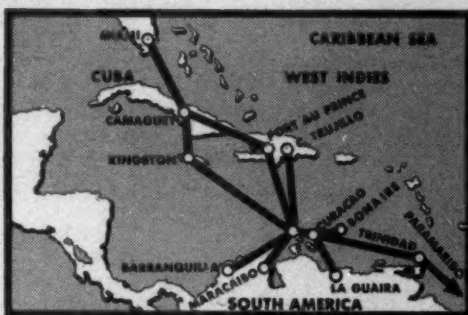
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VENEZUELA .....	11 hrs. 15 min.
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*Semi-Weekly Service Over New Route  
Brings N. Y. Within 18 Hours of Curacao.*



Leaving Miami.....Wed. & Sat., 6 a.m.  
Leaving Curacao.....Tues. & Fri., 8 a.m.

#### **For Passenger or Freight Reservations**

K.L.M. Royal Dutch Air Lines; or any office or agency of Holland-America Line, 29 Broadway, N. Y., Whitehall 4-1900; or Air Express International, Inc., Miami, Florida.

## **K. L. M. ROYAL DUTCH AIR LINES**



521 Fifth Avenue, New York . MURRAY HILL 2-7894

*World's Oldest Operating Transportation Airline*

# Bedell Monro

## President, Pennsylvania-Central Airlines

**B**EDELL MONRO'S first venture into aviation went up in smoke—it was a skywriting company he had formed with his brother-in-law and the smoke came from the crash of their asthmatic crate on its first hop for the young partners.

But the vision and spirit of adventure that took the young professor from a classroom at the University of Pittsburgh didn't go up with the smoke and a group of steel city industrialists took him in as the spark plug in a company organized to put the city on the aviation map and keep it there.

He served as secretary of Pittsburgh Aviation Industries Corporation and when the Clifford Ball Airline—pioneer Pittsburgh-Cleveland operation—was merged with Pennsylvania Airlines the former professor became vice-president and secretary of the new company.

The infusion of new capital and enterprise developed the airline, with new equipment and new routes constantly being added, even during the dark period after cancellation of airmail contracts in 1934. The crucial period in Monro's career came after the cancellations when a new airline, Central, outbid Pennsylvania for the Pittsburgh-Cleveland airmail contract.

The choice to be made was difficult, but the faith and energy that had gone into the building of the pioneer airline fused into a determination to fight it out, largely as a result of the dynamic plea that Monro had made. Pennsylvania continued operation, carrying passengers and express only and fighting tooth and nail to stay in business against the economic undertow of Central Airlines, moderately well-heeled with the air mail contract.

Even in this period, Monro drove toward expansion of Pennsylvania's operations, and was instrumental in the acquisition of Kohler airlines, operating from Detroit, to Milwaukee and putting Pennsylvania back in the air-mail picture.

The fight with Central lasted two years, a hard fight despite the comparatively small size of both companies. There were times for Pennsylvania when the next payroll depended upon the weather—flyable weather. There were times when the others

interested in the young company were ready to throw in the sponge. But there always was a loyal guard of employees with deep faith in the ultimate victory and the future of aviation with the young executive who kept the company going with financial baling wire.

The battle royal with Central lasted two years and neither could wrest supremacy from the other. The upshot was a merger, in which the young former college professor became president of the combined organizations and faced the task of welding them into one. The groups who had been battling with almost religious fervor for two years now were called upon to team in harness. The job was one for a combination of diplomat and lion-tamer. The work was done and the combined lines continue the expansion that always had marked the Monro organization at a faster pace made possible by the facilities of the two companies and the wealth of ability that had been fused in the merger of the rivals.

Monro's whole philosophy of air service was somewhat at variance with that of the pioneer airline operators, who felt that long distance, luxury service was the only financially practical field for aviation. The PCA President felt differently, conceiving the rich future of aviation in serving nearby cities, and the success of PCA in "short haul" operations proved his point.

Today the quiet-spoken executive is well known in the industry and to much of the public as a foe of monopolistic tendencies affecting the future of his industry. He has spoken out where others have remained silent, and in bringing potential dangers to the public view has endeavored to keep aviation progress on a level keel. The golf game and the model railroad hobby have been put aside for the strenuous course of war work and post-war planning he has laid out for his company and for himself.

# **AIR CARGO PERSONALITIES**

*Another in AIR TRANSPORTATION'S Series*



***Bedell Monro***

NOVEMBER 1943—PAGE 27



(TRADE MARK)

# How to Apply For Air Import Priorities

## *WPB's Latest Requirements Made Clear For AIR TRANSPORTATION Readers*

<sup>\*</sup> BY LIEUT. (J. C.) LANGDON P. MARVIN, JR., USNR  
*Chairman, Interdepartmental Air Cargo Priorities Committee,  
War Production Board*

**F**OR the information of the readers of AIR TRANSPORTATION, there are reproduced herewith the necessary forms for application for priority for imports by air into the U.S.A. from any area of the world. I hope that this explanation may be of help to the importers of this country, as the ways of the Government are not always very clear, and people do not always know the channels of application.

1. The regular application form—WPB 2047—is for use by American private importers, as well as U. S. Government buying agencies and Allied governments. These applications should be made as much in advance as possible of the date the material will actually be available for loading. These priority applications are all carefully reviewed to determine the essentiality of the import and the resulting priority may be made applicable on Army, Navy, or commercial planes.

2. Normally, priorities for privately-owned imports by air will be made applicable to commercial planes only. However, in many areas of the world commercial service is not available or is inadequate for the job. In that case, priorities will be established on the Army Air Transport Command, Naval Air Transport Service, or other Government aircraft. But priority for transportation of privately-owned imports on Government aircraft is

contingent upon the filing of form GA-822 in addition to the regular application. As the reader can see from the reproduction of this form, it provides for placing the material in the custody of a government agency, waiving liability in case of loss or damage, and payment of such transportation charges as are necessary to eliminate any profit resulting from air transportation provided by the U. S. Government.

In a subsequent issue of AIR TRANSPORTATION, I hope to make available some facts on the large volume of materials being imported by air and the kind of materials for which we are giving priority.

*Readers of AIR TRANSPORTATION may obtain these forms by writing to the Editors at 10 Bridge St., New York 4, N. Y., or by writing direct to Lieut. L. P. Marvin, Jr., at the War Production Board, 2654 Social Security Bldg., Washington, D. C.*



# NEW AIR IMPORT PRIORITY APPLICATION

THIS FORM MAY BE REPRODUCED IN SAME SIZE AND FORMAT		Bureau of The Budget No. 12-B 577 Approval Expires June 30, 1944	
FORM WPB-2047 (7-15-43)		UNITED STATES OF AMERICA WAR PRODUCTION BOARD	
APPLICATION FOR AIR CARGO PRIORITY CERTIFICATE		DATE	
TO: War Production Board, Washington, D. C. ATTN: Stockpiling and Transportation Division		NAME OF CONSIGNEE	
Return two (2) copies of this application to above address			
NAME OF SHIPPER		ADDRESS	
NAME OF ULTIMATE USER IN U.S.		CABLE ADDRESS	
ADDRESS		CABLE ADDRESS	
DESCRIPTION OF GOODS OR MATERIAL REQUIRED			
NAME OF COMMODITY		TYPE (Grade)	
PACKING (Type of container)		APPROXIMATE DIMENSIONS OF PACKAGES	
NUMBER OF PACKAGES		TOTAL GROSS WEIGHT	
PLACE OF ORIGIN		TOTAL NET WEIGHT	
DATE READY FOR LOADING		PREFERRED AIRPORT OF DEPARTURE	
DATE MATERIAL IS REQUIRED IN U.S.		PREFERRED AIRPORT OF ENTRY IN U.S.	
IS AIR TRANSPORTATION ALSO ESSENTIAL FROM AIRPORT OF ENTRY INTO U.S.A. TO POINT OF CONSUMPTION? IF SO, STATE WHY AND GIVE ULTIMATE DESTINATION.			
PURPOSE FOR WHICH GOODS OR MATERIALS ARE REQUIRED. IS THIS SHIPMENT OF MATERIALS NECESSARY TO PROMOTE THE WAR EFFORT OF THE UNITED STATES? <input type="checkbox"/> YES <input type="checkbox"/> NO. IF "YES," TO WHAT USE WILL THE MATERIAL BE PUT? (SPECIFY GOVERNMENT OR OTHER CONTRACTS WITH PREFERENCE RATING TOGETHER WITH PROPORTION OF THE ABOVE SHIPMENT WHICH IS REQUIRED FOR EACH CONTRACT.)			
STATE WHY AIR TRANSPORTATION IS CONSIDERED ESSENTIAL:			
<p align="center"><b>CERTIFICATION</b></p> <p>THE UNDERSIGNED COMPANY, AND THE OFFICIAL EXECUTING THIS CERTIFICATION ON ITS BEHALF, HEREBY CERTIFY THAT THE INFORMATION CONTAINED IN THIS REPORT IS CORRECT AND COMPLETE TO THE BEST OF THEIR KNOWLEDGE AND BELIEF.</p>			
NAME OF IMPORTING COMPANY OR GOVERNMENT BUYING AGENCY		BY	
DATE		SIGNATURE OF AUTHORIZED OFFICIAL	
TITLE		TITLE	
SECTION 351A) OF THE UNITED STATES CRIMINAL CODE, 18 U.S.C. SEC. 80, MAKES IT A CRIMINAL OFFENSE TO MAKE A WILLFULLY FALSE STATEMENT OR REPRESENTATION TO ANY DEPARTMENT OR AGENCY OF THE UNITED STATES AS TO ANY MATTER WITHIN ITS JURISDICTION.			

Reproduced here in reduced form is the War Production Board's new application form for Air Cargo Priority Certificates. See next page for Form GA-822.

## IMPORTERS NEED THIS FORM, TOO

FORM GA-822 SUPPLEMENT TO WPB-2047 (10-23-43) R	UNITED STATES OF AMERICA WAR PRODUCTION BOARD	NAME OF CONSIGNEE  ADDRESS (Street, City, State)
<b>AGREEMENT:</b>  <b>GOVERNMENT CUSTODY          WAIVER OF LIABILITY</b>  <b>PAYMENT OF DIFFERENCE IN TRANSPORTATION COSTS FOR          AIR TRANSPORTATION BY GOVERNMENT AIRCRAFT</b>		IMPORTED MATERIAL (Including approximate gross weight and grade)
TO: War Production Board, Washington, D. C. ATTN: Stockpiling and Transportation Division		Return two (2) copies of this agreement to the above address.
<div style="display: flex;"> <div style="flex: 1; padding-right: 10px;"> <p>In consideration of the granting by the War Production Board of the attached application for air cargo priority certificate dated ..... 194...., made by the undersigned, and in further consideration of the acceptance of the material for air transport as described in such application, the undersigned hereby agrees with the United States on behalf of himself and any insurer of such material:</p> <ol style="list-style-type: none"> <li>1. To deliver the material to the appropriate airport and to place it in the custody of such agency of the United States Government as is designated by the War Production Board.</li> <li>2. To assert no liability against the United States or any of its departments or agencies, including the Army, the Navy, and the Coast Guard, or the officials, employees, or successors of any of them, for loss or damage of any sort arising out of or connected with the handling or transportation of such material, including loss or damage due to failure or delay in transportation, or loss, destruction, injury, or deterioration in whole or in part of the material, and whether such loss or damage was caused by acts of war, weather, mechanical failure, negligence, or any other cause whatsoever; and to save harmless and defend the United States, its departments and agencies, including the Army, the Navy, and the Coast Guard, or the officials, employees, or successors of any of them, against the assertion of such liability by any person claiming to own any interest in such material.</li> <li>3. To pay to the Treasurer of the United States, in care of the War Production Board at the above address, as a transportation charge for each shipment of the material, a sum of money in U. S. dollars equal to the difference between the total transportation and handling costs (including insurance charges) of such shipment from</li> </ol> </div> <div style="flex: 1; padding-left: 10px;"> <p>the place of origin of the material to the point of consumption by use of usual methods of transportation and the total transportation and handling costs (including insurance charges) thereof from the place of origin to the point of consumption by use in whole or in part of the air transport facilities of the United States Government; <b>provided</b>, that if the material so shipped is lost in transit while in the custody of an agency of the United States Government, the sum payable shall be equal to the difference between the total transportation and handling costs (including insurance charges) of such shipment from the place of origin of the material to the point of consumption by use of usual methods of transportation and the total transportation and handling costs (including insurance charges) thereof from the place of origin to the point where delivery was made to the airport and the custody of the agency of the United States Government. Such payment shall be accompanied by a statement, supported by vouchers, of the comparative costs and the gross weights of the air shipments and shall be made <b>on or before the 15th day of each month</b> for all shipments delivered to the undersigned or to a common carrier in the continental United States for the account of the undersigned during the preceding calendar month, and for all shipments lost with respect to which the undersigned received written notice of loss during the preceding calendar month.</p> <ol style="list-style-type: none"> <li>4. That, regardless of whether or not one or more shipments of material have been accepted for air transportation hereunder, any air priority granted may be suspended or cancelled at any time by the War Production Board; and that use of the air transport facilities of the United States Government as contemplated hereunder may be denied at any time.</li> </ol> </div> </div>		
..... NAME OF IMPORTER		By ..... SIGNATURE OF AUTHORIZED OFFICIAL
..... DATE		..... TITLE

**Liability waiver form is also necessary for importers-by-air. See Lieut. Marvin's explanation on page 28.**

# Air Priority Requests Are Urged On Goods Vital to the War Effort

Exporters shipping cargo by plane which is essential to the war program and in quantities sufficient to meet only urgent requirements may request an air priority rating. Important air shipments, particularly drugs and chemicals, have suffered unnecessary delay because exporters failed to request air priority ratings. Requests for air priority ratings should be directed to the Air Transport Division, Office of Economic Warfare, Washington 25, D. C. (Telephone: Executive 7030, Extension 2266).

Requests for air priority ratings may be made when the license application is submitted or at any time thereafter. Requests for air priority ratings should contain the following information, and may be submitted by telephone, wire, letter, or in person:

1. Number, dimensions (length, width and thickness), and weights of items in shipment.
2. Description of the commodity or commodities.
3. Person in care of whom shipment can be located and address of location of shipment.
4. Telephone number of persons in care of whom shipment can be located.
5. Name and address of consignor and consignee.
6. Can shipment be divided?
7. A justification for each request, stating why the shipment must be made by air.
8. Points between which priority is requested.
9. Earliest time at which shipment will be available for air transportation.
10. Latest arrival possible at destination.
11. Name and authority of person requesting the priority.
12. Export license number (if license required).

Information concerning reservations and shipping arrangements with the airlines may be found on page 125 of Comprehensive Export Schedule No. 11.

Through arrangements with U. S. Army and Navy authorities, the Office of Economic Warfare will recommend air priority ratings on shipments where a priority is warranted, whether such cargo is being exported under general, individual, SP, Blanket or Special license, or release certificates, to:

Argentina	Cuba	India	Portugal
Bahamas	Curacao	Ireland	Surinam
Bermuda	Dominican Republic	Jamaica	Trinidad
Bolivia	Ecuador	Leeward Islands	Turkey
Brazil	El Salvador	Mexico	Union of South Africa
British Honduras	French Guiana	Newfoundland	United Kingdom
British Guiana	French West Indies	Nicaragua	Uruguay
Chile	Guatemala	Panama	Venezuela
Colombia	Haiti	Paraguay	Windward Islands
Costa Rica	Honduras	Peru	

Requests for air priority ratings for cargo exported to Puerto Rico, Alaska, Hawaii and the Virgin Islands should be made to the Department of the Interior.



PUBLISHED ON THE 1st and 15th OF EACH MONTH

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## AMERICAN AVIATION

The Independent Voice of American Aeronautics. Complete News Coverage of Aviation — Air Transportation — Manufacturing — Equipment — Financial — Legislative — The War Effort

**AMERICAN AVIATION ASSOCIATES, Inc.**  
AMERICAN BUILDING • WASHINGTON 4, D. C.

NOVEMBER 1943—PAGE 31

## Big Gains in Express And Mail Reported by Pennsylvania Central

Air express and air mail carried by Pennsylvania-Central Airlines each increased more than 60 per cent during the first nine months of 1943 as compared with a similar period in 1942, it was announced by C. M. Knoble, PCA Traffic Manager for air mail and express.

The company's volume of air express has increased 66 per cent and air mail 62 per cent for the nine months. Express ton miles flown during this period totaled 284,934 against 171,687 last year, while air mail totalled 355,214 ton-miles compared with 219,746 last year. In September, 37,000 express ton miles were flown as compared with 23,129 ton-miles last year. Air mail ton-miles in September were 39,666 against 32,975 last year, Mr. Knoble reported.

## Sao Paulo Becomes Regular Stop on The Clipper Routes

Sao Paulo, coffee capital of the world and Brazil's second largest city, has been made a regular stop on all coastal flights by Pan American World Airways Clippers on the seven-trips-a-week schedules in both directions between Rio de Janeiro and Buenos Aires.

From Sao Paulo, called the industrial capital of South America, aerial connections are made with all parts of South America by the Clippers of the Pan American System and its Brazilian national affiliate, Panair do Brasil.

## PAA Resumes Collect, C.O.D. Service to Mexico

Pan American World Airways System has announced that "Charges Collect" and "C.O.D." service from the United States and Canada to points in Mexico served by the PAA International Airways Express service has been resumed.

The amount of C.O.D., consisting of the sum which the shipper wishes to be collected from the consignee before delivery, or in exchange of the shipment, will be assessed 1 per cent of such C.O.D. amount as a service charge, and will be entered in the Airwaybill with the other charges assessed, and which can be prepaid by shipper or collected from the consignee, as shipper instructs. There is no additional charge assessed for "Charges Collect" service.

## Industrial Air Mail Boosts United Hauls

Heavily increasing air-mail correspondence between industries engaged in war production created an estimated jump of 33 per cent in mail ton-miles flown by United Air Lines during September, it was announced by C. P. Graddick, director of United's air cargo department.

During September the company flew 852,647 mail ton-miles as compared to 641,331 in the corresponding month of last year. Express ton-miles flown amounted to 8 per cent below the total for September, 1942, and 4 per cent below August of this year.

### AIR COMMERCE NOTES

Phoenix, Ariz., has been linked to the trunkline system of Transcontinental & Western Air, Inc., when the airline added that Army air center as a regular stop on two daily round trip coast-to-coast flights.

TWA formerly operated schedules between Phoenix and Las Vegas, which permitted connections with the transcontinental system by a change of planes at the latter city. This service was suspended more than a year ago because of the equipment shortage. By making Phoenix a regular stop on its trunkline system, TWA now is able to serve that city without the use of additional equipment.

The "Grand Canyon" flight originating in Los Angeles will provide Phoenix with through plane service to Washington, D. C., via Kansas City, St. Louis, Indianapolis, Dayton and Columbus. The second eastbound transcontinental schedule, the "Sky Chief," which also originates at Los Angeles, will operate via Phoenix to New York by way of Kansas City, Chicago and Pittsburgh.

Both westbound flights, the "Star Duster" and "Sky King" will operate from New York to Los Angeles via Philadelphia, Pittsburgh, Chicago, Kansas City and Phoenix.

Northwest Airlines planes, following the increased pace of air transportation service in the war effort, carried an estimated 10,125 revenue passengers during the month of September—nearly twice as many as in the same month a year ago.

Figures released by Croil Hunter, NWA president and general manager, today revealed Northwest planes flew 7,000,000 revenue passenger miles during the month—about 100,000 more than in the record month of August, and 3,000,000 more than in September, 1942.



# IT'S AN WORLD

By L. A. GOLDSMITH, *Economic Analyst*, AIR TRANSPORTATION

AS the readers of this column know by now, I am thoroughly convinced that "It's AN AIR WORLD" in which we are living. If I had not already been so satisfied on this point, I would have been "converted" after reading Burnet Hershey's recent book "THE AIR FUTURE,"

## Burnet Hershey's "Air Future" Priceless Perspective on Aviation

published by Duell, Sloan & Pearce, Inc., New York City. Mr. Hershey also has a sub-title—"A Primer of Aeropolitics." But I would call it a "Bible of Aviation Background," with so much data brimming over its pages . . . it is a veritable

reference library in miniature. In fact, that paragraph caption at the left sums up for me the overall importance of this comparatively short book of only 258 pages, including an index and bibliography.

What I like about this book specially is its all inclusive interest value not only for those in the aviation field but also for the lay public. It recalls what some of us have forgotten and reveals innumerable facts and factors which many of us never knew. And we must have these facts and ponder over their implications, if we are going to give and get the best from this new Air Age in which we all find ourselves. For this reason I am devoting my column this issue to a digest of just a few of the aviation highlights, shown against the background of a world canvas, as depicted in "THE AIR FUTURE."

UNDERLYING the entire contents of Mr. Hershey's book, there is a recurrent "theme song" on the emphasis that Aviation is a new way of life for the entire human race, and overwhelming in its far reaching implications. This thought permeates every chapter, and he cites

## Even More Than Transportation Aviation Is a New Way of Life Universal In Its Character

innumerable instances as well as his own convictions. To quote just a few: "Aviation cannot be considered simply as a useful new means of transportation or as the most terrible new weapon yet developed. It is both, but it is far greater than either, or any combination of them." Somewhere else this point is brought out: "In its first

period—less than half a century—aviation has impressed itself more deeply on the minds of men than any other single achievement of mankind. . . . It is the only device which requires no special understanding to accept it as a fact. . . . Any savage can comprehend a plane!"

Supposing a plane lands somewhere off the beaten track in an unknown aboriginal territory—and "a suicidally courageous native" allows himself to be taken for a flight and is brought home safely. That kind of experience gets across any time anywhere. As a case in point "not every Chinese soldier realizes he is only three days by air from New York City, but some Chinese pilots do, and word of that kind spreads . . . in varying degrees this fact impresses itself on people of all grades of culture and civilization."

For those who are planning post-war world markets, this point is significant: "Commercial air superiority of one nation over others might determine the future *world balance of trade*, except for the fact that exclusive air transportation defeats its own purpose. Peaceful aviation requires friendly landing fields both at points of departure and destination. . . . Practical air-men are generally agreed that aviation must be *regulated* rather than *restricted* and on a general *world-round understanding*. . . . Until prejudice and selfish ignorance can be met, aviation will be hampered by the failure of *peoples and their governments* to utilize fully the instrument for prosperity and peace which aviation can be made."

And, when it comes to the future peace of the world, how does this strike you? "A peace treaty which does not include as its *chief article* a general system for recognition and mutual

employment of air transportation, will ignore the most potent force for peace which has yet been given to the world."

**F**LIGHT hours as a basis for time calculations will be more and more important as still newer super-fuels are discovered and perfected. According to research experiments under way "new types of super-stratosphere craft will eventually reach Europe in *three quarters of an hour* from New York City." It sounds more fantastic than H. G. Wells' super duper fantasies of years ago. But you should remember this book

**Time No Longer Just Marches On**

I am digesting is based on sober research and authenticated documentation. Therefore, regardless of how incredible anything may sound, it comes from delving into factual developments believed to be capable of definite fulfilment and not too far in the future either.

As we read further on we learn that just around the corner lies the possibility of "week end guests dropping in from India or Siberia or New Zealand or any other place you can name."

When it comes to the new geography engulfing us, we do not have to go further than our own United States. Many inland cities of any size or importance are in the throes of active planning to become if not *the* airport of the country, at least, to be counted in as one of the chief airports on one of the major air transportation world routes.

Minneapolis and St. Paul, as well as Duluth, are among those present with elaborate plans. Chicago's airport plans are also well under way to reality. St. Louis claims the title of "No. 1 Air Capital of the Nation" since it was selected by the United States Economic Mission to Brazil as the United States Terminal for a straight line air route to Rio de Janeiro.

To understand the whys and wherefores of all this airport activity, listen to this "Knowledge of the new geography is going to be essential not only for flyers, but for everyone who is connected with commercial life in any way. Four-fifths of the population of the earth lives in its northern hemisphere, which makes the North Pole the *shortest international air trade route*—a fact that will change our whole conception of the distribution of goods. To understand this new air world, the old home town must be viewed mainly from the relationships of its airport to the trans-polar routes."

Chambers of Commerce all over the United States appreciate the tremendous importance for now they are out in front "bidding for future airport business and advertising their claims of some particular advantage of location for air travel.

**A**S most people realize, outside of technical developments, our aviation problems on a world-wide basis will have to be settled through legislative processes and Government regulations. But if the people of any country fail to understand these problems and remain indifferent to

### The Value of "Popularizing" Aviation Problems for the "Man in the Street"

their solutions, then their duly elected political representatives are not going to have an intelligent public opinion nor the proper kind of voting pressure behind them. The country whose people are indifferent or lacking in such knowledge of aviation values, will lag behind in aviation supremacy. I have come to this conclusion after reading Mr. Hershey's thoughtful and really brilliant book. He gives so many examples of how this knowledge on the part of the people has helped in the development of aviation policies by their respective Governments.

**IN ENGLAND—THE PRESS:** For instance, Mr. Hershey points out that in England the Press did a most excellent job in making aviation an understandable problem to the "man in the street." As he says "The old British habit of thinking in terms of Empire and world trade routes is being rapidly transposed from the sea to the air by the aviation writers."... They are a highly intelligent group of men and their opinions are followed closely and with respect. The Air Correspondents, as they call themselves, "began a systematic campaign of needling their public... they wanted to insure for their country a place in the post-war air world."

**IN RUSSIA—AVIAKHIM:** In Russia they organized a group called "Aviakhim" which in fifteen years has registered literally millions of members. Aviakhim is an abbreviation of several words meaning the "Friends of Aviation," etc. The Soviet Union deliberately under-

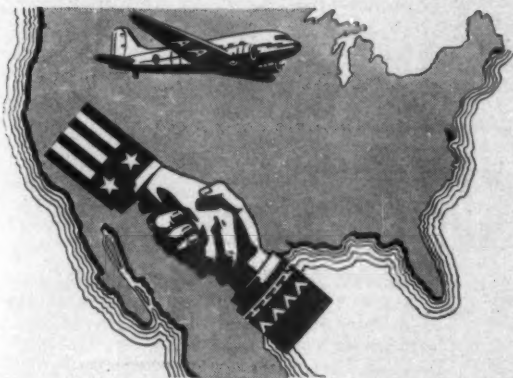
took to stimulate popular interest in aerial organizations, and in Russia aviation has become almost a universal sport, sustained by a highly developed industry. Mr. Hershey believes that "Aviakhim deserves special attention because it can well serve as a model for other countries, which sooner or later will have to find a popular method for instilling the practical basic knowledge of aviation in all coming generations."

We must also remember that "Russia by all odds and from every point of view has the strongest aviation position in the world. The U.S.S.R. can close its air borders and yet do business via air with both Europe and Asia and the United States." Another fact about Russia which may seem "dramatic and astounding to many people is that the Air Power of the Soviet Union has beyond any question proven its superiority in battle against the German Luftwaffe."

**IN INDIA—THE INDIAN AIR FORCE:** Just to show a still more amazing instance of what a popular understanding of aviation can do for a country, see what has been accomplished in India. There is only one organization in India "which overrides all political, religious and caste prejudice . . . the Indian Air Force, which has a civil branch, pledged to train pilots and aviation technicians without regard to anything other than their individual aptitude for technical education." And that in a country where caste, religious and political differences have kept 350,000,000 people in a turbulent state of unrest for so many years. Mr. Hershey believes that the influence of this Indian Air Force on the "physical and politico-religious separations of India will be out of all proportion to their numbers."

**AND FOR AMERICA—WHAT NOW?** For our own country The American Air Century comes into being with a new world in the shaping. And, now one last thought from Mr. Hershey: rather a grim one. "The facts of American life from now on will center on remembering that *Europe is less than five hours away to the East—Asia less than ten hours away to the North.* Advance warning of our next war will not give us more than TEN hours in which to prepare."

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**AMERICAN AIRLINES** *Inc.*  
ROUTE OF THE FLAGSHIPS

# AIRPORTATION NEWS

(TRADE MARK)



**CARGOLINER DEBUT**—First flight ceremonies at La Guardia Field, New York, as Cargoliner service was started. Postoffice and air express officials are shown. Holding one of the first shipments forwarded in the completely cargo-converted DC-3 is "Pat" Cummings, air traffic executive, Railway Express Agency, New York. City Postmaster Albert Goldman stands next to Mr. Cummings.

## Transatlantic Air Express Marks Second Anniversary with Great Gains

The first commercial transatlantic air express in history was flown from the United States to Europe two years this fall by the Dixie Clipper of Pan American Airways.

Since September, 1941, when the first international air express shipment was landed at Lisbon—forty-one-and-one-half pounds, including a Union Jack afghan for Queen Elizabeth of England—more than 4,300,000 pounds of vital express have been transported between the United States and Europe, providing an invaluable wartime link for the transportation of goods across the ocean.

This figure is in addition to 50,000 passengers and 2,600,000 pounds of international mail carried in the course of 1,550 crossings during which the Flying Clippers of Pan American have chalked up 8,000,000 miles of transatlantic flying since regularly scheduled commercial air service was inaugurated over this route by Pan American in May, 1939.

One of the first international air express shipments in aviation history was the dispatch of 146 hatching eggs by Pan American Clipper from Miami in 1931, destined for a South



American dealer. The successful business that followed in importing live baby chicks by Clipper to Latin America to replace the tough "home grown" variety was merely the first step in the development of widespread international air express business.

By the time that the United States entered the war, Pan American Airways was providing this nation and others with air express service over all the major oceans to three score countries on every continent, including Alaska, China, Europe, the American Republics, Africa, and Australia.

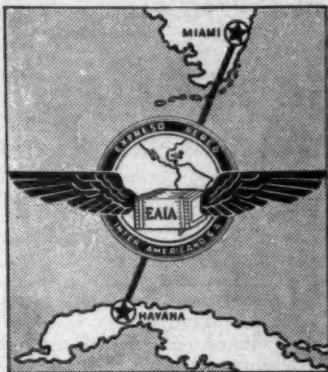
Today, Clipper cargo holds are filled with priority consignments necessary to the war work of the United Nations and the defense effort of the Western Hemisphere. By such innovations as re-coopering—the "duration" substitution of lightweight packaging for weight and space-consuming wooden cratings, as much as nine Clipper loads a month have been saved on transpacific shipments destined for the war fronts.

By connection at Pan American's eight international air gateways to and from the United States with the Air Express service of Railway Express, shippers anywhere in the United States can arrange for through air shipment of their goods to almost any point in the world outside the zone of actual military operations.



**BOLIVIAN BESTOWAL**—Harold J. Roig, the president of Panagra (right), as he received the Order of the "Condor de los Andes" from Theodore Hartmann, Consul General of Bolivia. The medal, the highest civilian honor that can be offered by Bolivia, was for Mr. Roig's contributions to the betterment of the South American country's air communications.

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*Frank N. Piasecki, president of P-V Engineering Forum, Inc., of Philadelphia, demonstrating the helicopter built by his firm.*

## Helicopter Gets Test Flights And an Order from the Navy

**A** HELICOPTER engineered and built by the P-V Engineering Forum, Inc., of Philadelphia, has been demonstrated at the Washington National Airport by Frank N. Piasecki, President of P-V. Piasecki, with only fourteen hours flying time in conventional aircraft and about sixteen hours in the helicopter, showed the unusual controllability of this machine in a number of demonstration flights during which the machine rose vertically, hovered a few feet off the ground, climbed higher and turned in its own length. He then flew forward at a good speed, backed up, flew sideways and descended vertically to hover again and pose for pictures a few feet off the ground.

In a demonstration for the news reels, Piasecki flew from a private driveway and on down the street to a gas station where he fueled up (held up three fingers for gas) had the windshield wiped, took off, and flew to the golf club, landed near the first tee, joined his waiting friends, and teed off.

Styled by Harry S. Pack, in appearance the

machine is a finished vehicle; although only a single seater, it is a prototype of the post-war private plane. The PV-2 looks much like a modern sport coupe—it has a large windshield of transparent Lumarith, a tough, light weight and highly transparent material.

Piasecki test-flew and learned to fly this helicopter simultaneously. The machine, conceived over two years ago, has been flying since March, 1943.

The PV-2 is different from other helicopters by virtue of its simplified control system which is the heart of this type of machine. It is a relatively small machine built primarily to prove the aerodynamical, mechanical and engineering theories of the engineers who worked on the machine. The original conception of the designers was to make the smallest, simplest and most practical helicopter yet built but, at the same time, to develop in it the most advanced and promising methods of helicopter control and refined detail design.

The three-blade rotor has a twenty-five-foot diameter with a top speed of approximately

350 miles per hour. The machine utilizes in general the torque reaction method developed by Von Baumhauer—a main rotor with a small auxiliary rotor approximately one-fifth the diameter of the main rotor, in a vertical plane, at the rear end of the fuselage. The pitch of the auxiliary rotor is varied by “rudder” pedals for directional control.

With a gross weight of one thousand pounds including the pilot plus two hours’ fuel, it will develop ninety-five miles per hour forward speed yet it can land in a clearing only fifty feet in diameter.

The landing speed is zero; it can cruise at eighty-five miles per hour and can back up at twenty miles per hour. No landing and take-off run is necessary. The machine rises vertically and can hover over one spot. It is powered with a ninety horsepower Franklin four-cylinder, air-cooled engine and cooled by an engine driven fan. The engine, located directly beneath the rotor center, is mounted vertically and has a reduction gearing between it and the rotor. In case of engine failure, an overrunning clutch is provided which allows the rotor to continue turning, free-wheeling, and the machine is brought to a landing as an autogiro. This allows flights over rough or wooded terrain and at low altitude, since even with the engine failure a near-vertical landing can be made in very small areas.

The major contribution of this machine to the rotary aircraft field is its new control. Not only can one obtain translation in any direction by moving the control stick in the same direction, but the machine can also be tilted or rolled on its own axis without any translation. In addition, the time period between the motion of the stick by the pilot and the resultant motion of the machine, is very much shorter than previous control systems. This makes for easier piloting of the craft since one does not have to anticipate a control motion but simply move the stick in the desired direction.

Much interest has been expressed in this machine from a military standpoint and the P-V Engineering Forum is the first to receive a Navy order. Furthermore, their rotor was selected for NACA tests to determine rotor characteristics—the first to be so honored.

Elliot Daland, pioneer aircraft engineer and chief engineer of the P-V, explained that this is only the “baby.” P-V has a helicopter with a payload of over one ton (8 to 10 passengers plus baggage) and a range of about 400 miles on the boards, and ready for production tomorrow. This unit has tremendous possibilities for military rescue work, liaison, invasion, anti-submarine warfare, and other military activities. The PV-2 was co-designed by Piasecki and Daland.



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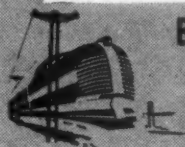
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## WINGS CLUB HONORS GOOD NEIGHBORS



Brazilian, Peruvian and Chilean naval officers were honored with a luncheon at the Wings Club of New York by Panagra and Pan American Airways. The luncheon group included (from left to right, standing): John P. Lee, Office of the Coordinator of Inter-American Affairs; Ensign Cambetta Banchero, Peru; Cadet Caio Amorin Pontual, Brazil; Ensign Jose Barandiaran Movoa, Peru; Ensign Javier de Cossio Tudels, Peru; Ensign Guillermo de la Flor Valle, Peru; Lt. Robert Parangu, Chile, and Lt. J. P. Irish, United States Navy.—(Middle row) Charles Ogle, Press Division, Office of the Coordinator of Inter-American Affairs; Lt. Leonard Janofsky, United States Navy; Cadet Frederico Clark Nunes, Brazil; Fred B. Foulk, Pan American-Grace Airways; Lt. Hernan Lopez Angulo, Chile; Howard Aller, Jr., Pan American-Grace Airways; John H. Torrens, Pan American-Grace Airways; James L. Moloney, Pan American World Airways; Ensign Pio Davila Romero, Peru; Lt. Alfredo Gomez-Lobo Guevers, Chile; Ensign Enrique Shroth Carlin, Peru; Cadet Luis Ignaci Luderitz, Brazil.—(Front row) F. S. Adams, Pan American World Airways; Lt. Rolando Honorato Chapparre, Chile; Ensign Luis Barandiaran Pagador, Peru; Oscar Bals, Pan American-Grace Airways; Ensign Juan Salaverry Ramos, Peru; Cadet Jose Durval de Souza e Silva, Brazil; Capt. Ernesto Romero, Chile; Erwin Balluder, Pan American World Airways, and Ensign Omar Chioino Carranza, Peru.

## Two Precious Bottles Among Clipper Cargoes

Two beer bottles—filled with water—the other day comprised a shipment in the cargo holds of a Pan American Airways Clipper.

The water, a sample drawn from the Paraguay River, was needed for bacteriological examination in Rio de Janeiro. A New York engineering firm (Parsons, Klapp, Brinckerhoff and Douglas) was planning the first municipal water supply system for Paraguay's

river-side capital of Asuncion and thus careful analysis of the water was necessary and the analysis had to be made in Rio. Twelve hours after the sample had been drawn it would be useless for examination and the only way to meet the time limit was to rush the shipment by Clipper plane of Panair do Brasil, Brazilian affiliate of the Pan American Airways System.



## Shippers' Conference Names Committee for Air Cargo Problems

The Shippers' Conference of Greater New York has appointed a standing committee to be known as the Air Transportation Committee which will consider all questions of air cargo and passenger transportation.

The committeemen were notified of their appointment by R. H. Goebel, secretary and treasurer of the Conference, and the selections were made by the Conference chairman, C. M. Smith.

"Questions arising with respect to matters embracing air cargo and passenger transportation," it was stated, "will under normal procedure be referred to the Air Transportation Committee for investigation and report."

The committeemen are:

R. W. Bennington of the United States Rubber Company, Simon Katz of the New York Merchandising Company, Irving Fauer of the S-M News Company, Inc., C. J. Weidinger of the American Tobacco Co. and R. R. Lang of Benjamin Moore & Co.

## 13th Year of Air Mail Celebrated by Cuba

Cuba celebrated the thirteenth anniversary of the establishment of national air mail service on Oct. 30. Compania Nacional Cubana de Aviacion (Cubana), Cuban affiliate of the Pan American World Airways System, inaugurated the first air mail service in the island on Oct. 30, 1930, one year after the company was founded, and has provided the island republic with uninterrupted mail, passenger, and express service since. CNCA is one of the oldest aviation enterprises in the Western Hemisphere.

Daily service is provided between all sec-



**WELCOME TO WASHINGTON**—V. K. Stephens, Washington station manager for Pennsylvania-Central Airlines (left), extends a welcome to Hervey Law, who has assumed the management of the Washington National Airport.

tions of the Republic and connections are made to the United States, Mexico, Central and South America by the Clippers of Pan American Airways and its affiliates. Cubana planes fly 3,000 miles daily from 14 airports.

## 'U.S.-Tokio Airline' Plans N. Y. Hangar

A request has been made for hangar space at the new Idlewild Airport for a postwar airline from the U. S. to Tokio, Calcutta and Chungking, Mayor LaGuardia revealed in a radio talk recently. The application was made by Croil Hunter, of Northwest Airlines, who already has sought Federal authority for such a line, he said.

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**AWARD OF SAFETY**—The Bolivian Ambassador to the United States, Dr. Luis Fernando Guachalla (left), receiving from R. A. Hummel, president of the Inter-American Safety Council, in Washington, on Oct. 15 the International Aviation Safety Award of the Inter-American Safety Council bestowed upon Lloyd Aereo Boliviano, for its perfect safety record and outstanding performance during 1942.

## Delta Starts Service Between New Orleans And Fort Worth

Delta Air Lines has inaugurated service on its new route from Fort Worth to New Orleans. One round trip daily is being flown at first over the new route, which is 500 miles long.

The new skyway parallels Delta's present east-west route from Fort Worth and Dallas to Shreveport, thence veers southeast in a direct line to New Orleans, including stops at Alexandria and Baton Rouge.

Delta has pending with the Civil Aeronautics Board an application for another link from New Orleans to Meridian, Miss., where it would join Delta's east-west route 24 to provide eastbound service on Delta out of New Orleans to correspond with westbound service on the new route to New Orleans.

Delta Air Lines also announced the assignment of fourteen persons to New Orleans for

the new air route to Fort Worth. Effective October 15. Other additions will be made to the New Orleans staff at a later date.

L. H. Champenois is station manager at Delta's office at the New Orleans airport. A city ticket office has been established in the lobby of the St. Charles Hotel, while the reservations department of the airline are located at the airport.

Otis D. Hardy has been appointed chief supervisor of reservations and tickets, and will divide his time between the airport office and the city ticket office. Hardy, a native of Alabama, joined Delta in July, 1940, after his graduation from Howard University in Birmingham. He has served in the Atlanta city ticket office and was chief reservations supervisor in Atlanta prior to his new position.

Vera Murray and Neva Beers will staff Delta's city office, while Pauline Ponder and W. Mercer Dye comprise the reservation department. Dale Harper, Gulielma Kate Daves, and Lema Perkins will serve as field agents under Mr. Champenois. Dan D. Laxson and John E. Ball are being transferred here from Atlanta as radio operators.



**T**O Maj. Gen. Walter R. Weaver, recently commanding general of the United States Army Air Forces Technical Training Command, on his becoming associated with The Aviation Corporation. General Weaver, who has had a long and distinguished career in the Army of over forty years, is to be retired from the service. He will serve in a consultative capacity for The Aviation Corporation, with headquarters in New York.



**Maj. Gen.  
Walter R. Weaver**

A graduate of the United States Military Academy at West Point, General Weaver served in the Philippines and in China, and in the first World War was assigned to the air branch of the Army as commandant of flying cadets at Wright Field, later commanding the field. General Weaver organized and was chief of the Army's airplane engine and maintenance system, in the Office of Director of Military Aeronautics.

Following the World War General Weaver was disposer of surplus aviation supplies and later served as Chief of Planning Division and of Information Division in the Office of the Chief of the Air Corps. He organized and commanded the Southeast Air Training Center.

Just after Pearl Harbor, General Weaver became Acting Chief of the Air Corps, remaining in that capacity until the reorganization of the Army, with the creation of the Air Forces. At that time, General Weaver became Commanding General of the Technical Training Command.

**T**O Mrs. Allaire C. du Pont, Wilmington, Del., widow of Richard C. du Pont, on her election as a director of All American Aviation, Inc., the company founded by her husband. Mr. du Pont resigned as president and severed all relations with the company last April to become Special Assistant to the Commanding General of the Army Air Forces in charge of the glider program. He was killed in an accident at March Field, Cal., on Sept. 11.

**T**O Kinsey N. Merritt, general manager of public relations for the Railway Express Agency, Inc. in New York on his receiving a plaque which the National Federation of Sales Executives presented to him in recognition of his service for two years as president of the organization. He is now chairman of its board of directors.



**K. N. Merritt**

The presentation was made at a luncheon of the Sales Executives Club at the Hotel Roosevelt by Frederick W. Nichol, vice-president and general manager of International Business Machines Corporation as director-at-large of the National Federation of Sales Executives.

In outlining the manner in which sales executives have applied selling techniques to the war effort, Mr. Merritt said:

"The Army and Navy Awards, the famous 'Beat the Promise' campaign, the plans for stimulating war production were all sales techniques applied to the problem of making more and more implements of war. The sales managers sought out scrap; they sold war bonds, sometimes from door to door; they took their

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places in the production line and their places on the battlefield. The Army and Navy is the clenched fist of our factories and the salesmen of the nation have been adding power to the swing, and firmness and sureness to the impact.

"But salesmen have a further and a coming responsibility, because if the increased output of our industrial plant is to be used for peace as well as for war, somebody must go out and introduce new products, find and supply the new needs and wants of people so as to keep production high.

**T**O Lee Swigart, new Eastern Regional Traffic Manager for Transcontinental & Western Air, Inc. Swigart's new territory will encompass all TWA



**Lee Swigart**

traffic functions east of Pittsburgh, Pa. The promotion is part of a new TWA program to effect wider distribution of veteran airline traffic personnel at key stations along the coast-to-coast system. The new program will further expedite the heavy flow of war cargo, air mail and passenger traffic.

The new regional traffic manager entered the employ of TWA in October, 1929, serving as a traffic representative and district traffic agent prior to his entrance into the executive group.

**T**O Dr. Edward E. Minor, Jr., who has been elected a Vice President of All American Aviation, Inc., and who will head a newly created manufacturing



**Dr. E. E. Minor, Jr.**

and developmental division of the company, which has pioneered the development and operation of the Air Pick-up. Before joining All American, Dr. Minor was development and design engineer with the Glenn L. Martin Company. He was chairman of the American Institute of Electrical Engineers from 1940 to 1942, is a

member of the Subcommittee on aircraft electrical equipment standardization of the Society of Automotive Engineers and is a member of the executive committee of the Maryland section of the AIEE.

**T**O Robert M. Baughman, who has been moved from his post as district traffic manager stationed in Grand Rapids, Mich., to Chicago where he will be the Pennsylvania-Central Airline district traffic manager for that city. He has been district traffic manager in Grand Rapids for two years, is a graduate of the University of Pittsburgh.



**R. M. Baughman**

And to James E. Rehkopf, Pennsylvania-Central district traffic manager in Baltimore for the past two years, who has been transferred to Washington as assistant district traffic manager. Howard Kennedy is the district traffic manager in Washington and the appointment of Mr. Rehkopf to assist him comes at a time when the responsibilities of the Washington post have increased greatly because of the importance of the city in the war effort. Mr. Rehkopf first was employed by Pennsylvania-Central at the Washington station in 1939. He is a graduate of Georgetown University.



**James Rehkopf**

And also to John Van Loon, who has been traffic representative in the Detroit office, and who has been transferred to Grand Rapids to succeed Mr. Baughman. Mr. Van Loon, who is married

to a former PCA hostess, has been associated with the airline since 1939.

And last but not least, to Frank Murray, until recently supervisor of the Chicago Airlines ticket office, who has been appointed reservations manager of the new Chicago ticket office of PCA. A native of Joliet, Ill., he has been associated with the joint ticket office for three years. He attended Notre Dame University and the University of Arizona.



**Frank Murray**



**TO** C. B. F. Macauley, aviation journalist, who has joined the public relations staff of Fairchild Engine and Airplane Corporation.

As assistant to Joseph E. Lowes, Jr., director of public relations, Macauley will assume editorship of *The Pegasus*, a post just vacated by W. M. Kimball.

Macauley has been engaged in technical and industrial aviation writing and editing for the past 14 years. He was, successively, editor of the *Civil Aeronautics Journal*, managing editor of *Aviation* and editor of *Air Tech*. He has just finished a book on helicopters, the first complete work devoted to that subject, which will be published in January.



**C. B. F. Macauley**

**TO** Edward J. Eidson on his appointment as assistant to the general traffic manager of American Airlines, Inc. Mr. Eidson will supervise the traffic department office in New York and will serve as coordinator of traffic department operations with other departments throughout the system.

He joined American Airlines in 1938 and has held the positions of reservations manager in New York, assistant supervisor of reservations and ticket offices in New York and supervisor of equipment and records.



**E. J. Eidson**

ment and records.

**TO** Frank H. Harrison, manager of manufacturing for the International Harvester Company and a prominent figure in Middle Western industry, and to E. J. Harrington, coordinator of planning, production and material problems for the Lockheed Aircraft, on their election as vice presidents of Curtiss-Wright Corp.

Mr. Harrison will make his headquarters at the Curtiss-Wright warplane plant at Columbus, Ohio, and will be in complete charge of operations for the corporation at that point.

Mr. Harrison, associated with the International Harvester Co. for more than 30 years, was appointed manager of that company's five tractor plants in 1941 and during the same year was made manager of manufacturing.

Mr. Harrington comes to Curtiss-Wright from the Lockheed Aircraft Corporation after five years in aviation, for several years of which he was special assistant to the general manager on planning, production and material control at Douglas Aircraft. Prior to entering aviation he was factory manager of Jamestown (N.Y.) Metal Equipment Co.; was adviser to the president on production and material problems of Reo Motor Co. from 1934 to 1937, and manager of the tractor division of Graham-Paige from 1937.



**F. H. Harrison**



**E. J. Harrington**



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 Bw—Boston, Mass. Mia—Miami  
 Cg—Chicago No—New Orleans  
 Cub—Cut Bank, Mont. Nyk—New York  
 Eo—El Paso Sq—San Diego  
 Fv—Fort Worth Ste—Seattle  
 Gf—Grand Forks, N. D.

International Air Express is subject to two charges: one a charge per pound weight or measurements at carrier's option (200 cu. in. to the pound of weight), the other a charge per \$100 of valuation. The two must be added on any shipment to determine the cost. Neither includes insurance, which may be purchased by the shipper from the carrier or otherwise.

**Priorities:** The air carriers warn all shippers that express traffic, both U. S. Government and commercial, is so heavy that no guarantee can be given that any shipment will depart on any particular plane unless it enjoys U. S. priority. Otherwise it will depart, in relation to other shipments, in the order

received at the international airport used, subject to wartime limitations. Shippers should forward cargo to international airports as far in advance of desired departure as possible and should communicate via **Railway Express Agency, Inc.** with the international air carrier as to whether the shipment can be forwarded without priority, as shipments without priority for certain countries are, at present, under embargo. (On cargoes to be shipped via American Export Airlines, Inc., shippers should inquire at their office, Room 920, 25 Broadway, New York.)

International air carriers whose schedules and rates are included here are indicated by the letter following the symbol for the airport:

A—American Airlines.  
 C—Colonial Air Lines.  
 E—American Export Airlines.  
 EA—Express Aero Inter-Americano.  
 S. A.  
 K—KLM-Royal Dutch Air Lines.  
 NE—Northeast Airlines.  
 NW—Northwest Airlines, Inc.  
 P—Pan American Airways System and affiliates.  
 T—Trans-Canada Air Lines.  
 U—United Air Lines.  
 W—Western Air Lines.

Destination	U. S. Gateway & Airline	RATES		Depart	Mail per 1/4 Oz.
		Per Lb.	Per \$100 Value		
<b>LATIN-AMERICA LINES</b>					
Antilla, Cuba.....	Mia P	.24	.25	Dly	.10
Antofagasta, Chile.....	Mia P	1.26	.50	M,W,Th,F, Sa	.40
"	No P	1.34	.50	Su,Tu,F	.40
"	Bro P	1.34	.50	Tu,W,Th,F, Su	.40
"	Lgs P	1.95	.50	M,Tu,W,Th, F,Sa	.40
Araquaje, Brasil.....	Mia P	1.26	.50	Su,W	.40
"	No P	1.71	.50	Su,Tu,F	.40
"	Bro P	1.71	.50	M,F	.40
"	Lgs P	2.23	.65	Su,Th	.40
Araes Branca, Brasil....	Mia P	1.24	.50	Su	.40
"	No P	1.56	.50	Su	.40
"	Bro P	1.56	.50	F	.40
"	Lgs P	2.13	.50	Th	.40
Arequipa, Peru.....	Mia P	1.23	.50	Dly	.30
"	No P	1.26	.50	Su,Tu,F	.40
"	Bro P	1.26	.50	Dly	.30
"	Lgs P	1.93	.50	Dly	.30
Arica, Chile.....	Mia P	1.25	.50	M,W,Th,Sa	.40
"	No P	1.26	.50	Su,Tu,F	.40
"	Bro P	1.26	.50	Tu,W,Th,F, Su	.40
"	Lgs P	1.94	.50	M,Tu,W,Th, Sa	.40

Destination	U. S. Gateway & Airline	RATES		Depart	Mail per 1/4 Oz.
		Per Lb.	Per \$100 Value		
Aruha, N. W. I.....	— P	via M	aras	aibo, Ven.	
"	Mia K	0.75	.45*	We,Sa	.25
Asuncion, Para.....	Mia P	1.73	.50	Su,F	.40
"	No P	1.86	.50	Tu,F	.40
"	Bro P	1.86	.50	W,F	.40
"	Lgs P	2.43	.65	Tu,Th	.40
Bahia, Brasil (See Sao Salvador)	Mia P	.76	.40	Dly	.15
Bahias Canal Zone.....	No P	.90	.40	Su,Tu,F	.15
"	Bro P	.90	.40	Dly	.15
"	Lgs P	1.45	.50	Dly	.15
Baracoa, Cuba.....	Mia P	.28	.25	Dly ex Sa	.10
Barcelona, Venezuela...	Mia P	.85	.40	Dly	.25
"	No P	1.16	.50	Su,Tu,F	.25
"	Bro P	1.17	.50	Dly	.25
"	Lgs P	1.78	.50	Dly	.25
Barranguilla, Colombia via Kingston.....	Mia K	0.98	.50*	Sa	.35
"	Mia P	.61	.40	Su,Tu,W,F	.35
"	Bro P	1.03	.40	Dly	.35
"	No P	1.59	.50	Dly	.35
"	Lgs P	1.03	.40	Tu,Th,Sa	.35
Bauru, Brasil.....	Mia P	1.58	.50	Su	.40
"	No P	1.71	.50	F	.40
"	Bro P	1.71	.50	F	.40
"	Lgs P	2.28	.65	Th	.40

Destination	U. S. Gateway & Airline	RATES		Depart	Mail per 1/2 Oz.
		Per Lb.	Per \$100 Value		
Belem, Brazil (See Para)	Mia P	1.65	.50	Su, M, W, F	40
Belo-Horizonte, Brazil	No P	1.03	.40	Tu, Th, Sa	35
"	Bro P	2.13	.50	M, W, F, Su	40
"	Lgs P	2.69	.65	Su, Tu, Th, F	40
Bonair, N. W. I.	P	via M	arac	aibo, Ven.	
Buenos Aires, Argentina	Mia K	0.79	.45*	We, Sa	25
"	Mia P	1.56	.50	Dly	40
"	No P	2.13	.50	Su, Tu, F	40
"	Bro P	1.70	.50	Dly	40
"	Lgs P	2.26	.65	Dly	40
Cali, Col. via Balboa	Mia P	.89	.40	Dly	35
"	No P	1.70	.50	Su, Tu, F	40
"	Bro P	1.03	.40	Dly	35
"	Lgs P	1.50	.50	Dly	35
Canagney, Cuba	Mia P	.26	.25	Dly	10
"	Mia K	0.23	.25*	We, Sa	10
Camocim, Brazil	Mia P	1.22	.50		40
"	No P	1.50	.50		40
"	Bro P	1.50	.50		40
"	Lgs P	2.05	.50		40
Campeche, Mexico	Mia P	.41	.25	Su, W, F	10
"	No P	.41	.25	Su, Tu, F	10
"	Bro P	.51	.40	Dly	10
"	Lgs P	1.00	.40	Dly	10
Campo Grande, Brazil	Mia P	1.48	.50	Su, F	40
"	No P	1.61	.50	Su, Tu	40
"	Bro P	1.61	.50	W, F	40
"	Lgs P	2.18	.50	Tu, Th	40
Canavieiras, Brazil	Mia P	1.33	.50	Su, W	40
"	No P	1.81	.50	Su, Tu, F	40
"	Bro P	1.81	.50	M, F	40
"	Lgs P	2.38	.65	Su, Th	40
Caracas, Venezuela (See Para)	La Gu	ira			
Caravelas, Brazil	Mia P	1.36	.50	Su, W	40
"	No P	1.85	.50	Su, F	40
"	Bro P	1.85	.50	M, F	40
"	Lgs P	2.41	.65	Su, Th	40
Cayenne, Fr. Guiana	Mia P	1.02	.40	Dly	30
"	No P	1.26	.50	Su, Tu, F	30
"	Bro P	1.26	.50	Th	30
"	Lgs P	1.91	.50	W	30
Cayo Mambi, Cuba	Mia P	.26	.25	Dly ex Sa	10
Chetumal, Mexico	Mia P	.55	.40	W, F	10
"	No P	.55	.40	Su, Tu	10
"	Bro P	.55	.40	Su, Th	10
"	Lgs P	1.04	.40	W, Sa	10
Chilayo, Peru	Mia P	1.11	.50	Dly	30
"	No P	1.19	.50	Su, Tu, F	30
"	Bro P	1.10	.50	Dly	30
"	Lgs P	1.81	.50	Dly	30
Cienfuegos, Cuba	Mia P	.28	.18	Su, Tu, F	10
C. del Carmen, Mexico	Mia P	.45	.25	Su, W, F	10
"	No P	.45	.25	Su, Tu, F	10
"	Bro P	.47	.40	Dly	10
"	Lgs P	.94	.40	Dly	10
Ciudad Trujillo, D. R.	Mia P	.45	.25	Dly	10
"	Mia K	1.11	.50*	Sa	10
Cochabamba, Bolivia	Mia P	1.26	.50	W, Sa	35
"	No P	1.35	.50	Tu, F	35
"	Bro P	1.35	.50	Tu, F	35
"	Lgs P	1.95	.80	M, Th	35
Concepcion, Bolivia	Mia P	1.31	.50	Sa	35
"	No P	1.45	.50	F	35
"	Bro P	1.45	.50	F	35
"	Lgs P	2.03	.50	Th	35
Cordoba, Argentina	Mia P	1.49	.50	Dly	40
"	No P	1.63	.50	Su, Tu, F	40
"	Bro P	1.63	.50	Dly	40
"	Lgs P	2.19	.50	Dly	40
Coro, Venezuela	Mia P	.74	.40	Su, Th	25
"	No P	1.11	.50	Su, Tu, F	25
"	Bro P	1.11	.50	Dly	25
"	Lgs P	1.69	.50	Dly	25
Corumba, Brazil	Mia P	1.41	.50	Su, W, F, Sa	40
"	No P	1.56	.50	Tu, F	40
"	Bro P	1.56	.50	M, Th	40
"	Lgs P	2.13	.50	S, W	40
Cristobal, Canal Zone	Mia P	.76	.40	Dly	15
"	No P	.92	.40	Su, Tu, F	15
"	Bro P	.92	.40	Dly	15
"	Lgs P	1.46	.50	Dly	15

Destination	U. S. Gateway & Airline	RATES		Depart	Mail per 1/2 Oz.
		Per Lb.	Per \$100 Value		
Cuenca, Ecuador	Mia P	1.06	.40	Su, W, F	30
"	No P	1.15	.50	Tu, F	30
"	Bro P	1.15	.50	Tu, Th, Sa	30
"	Lgs P	1.76	.50	M, W, F	30
Curacao, N. W. I.	P	via M	arac	aibo, Ven.	
"	Mia K	0.75	.45*	We, Sa	25
Curitiba, Brazil	Mia P	1.60	.50	Su, W, F	40
"	No P	2.00	.50	Su, Tu, F	40
"	Bro P	2.00	.50	M, W, F	40
"	Lgs P	2.58	.65	Su, Tu, Th	40
David, Panama	Mia P	.82	.40	Dly	15
"	No P	.85	.40	Su, Tu, F	15
"	Bro P	.85	.40	Dly	15
"	Lgs P	1.38	.50	Dly	15
Esmeraldas, Ecuador	Mia P	.99	.40	Tu	30
"	No P	1.11	.50	Su	30
"	Bro P	1.11	.50	M	30
"	Lgs P	1.71	.50	Su	30
Florianopolis, Brazil	Mia P	1.63	.50	Su, M, F	40
"	No P	2.11	.50	Tu, F	40
"	Bro P	2.11	.50	W, F, Sa	40
"	Lgs P	2.48	.65	Tu, Th, F	40
Fort de France, Martinique	Mia P	.71	.40	Sa	15
"	No P	1.00	.40	Su	15
"	Bro P	1.16	.50	Sa	15
"	Lgs P	1.78	.50	Sa	15
Fortaleza, Brazil (Ceara)	Mia P	1.23	.50	Su, M, Tu, W, Th, Sa	40
"	No P	1.54	.50	Su, Tu, F	40
"	Bro P	1.54	.50	Su, M, Tu, Th, F, Sa	40
"	Lgs P	2.10	.50	M, W, Th, F, Sa	40
Georgetown, British Guiana	Mia P	.90	.40	Dly	30
"	No P	1.24	.50	Su, Tu, F	30
"	Bro P	1.24	.50	Dly	30
"	Lgs P	1.88	.50	Dly	30
Guadalajara, Mexico	Bro P	.43	.25	Dly	10
"	Lgs P	.50	.40	Dly	10
Guantanamo, Cuba	Mia P	.28	.25	Dly	10
Guatemala City, Guat.	Mia P	.74	.40	Dly	12
"	No P	.53	.40	Su, Tu, F	12
"	Bro P	.53	.40	Dly	12
"	Lgs P	1.08	.50	Dly	12
Guayaquil, Ecuador	Mia P	1.04	.40	Dly	30
"	No P	1.15	.50	Su, Tu, F	30
"	Bro P	1.15	.50	Dly	30
"	Lgs P	1.75	.50	Dly	30
Havana, Cuba	Mia P	.20	.18	Dly	10
"	Mia EA	.20	.18	Dly	10
"	Bro P	.77	.40	Tu, F	10
"	Lgs P	.24	.25	Dly	10
Iguazu Falls, Brazil	Mia P	1.69	.50	Su, F	40
"	No P	1.91	.50	Tu, F	40
"	Bro P	1.91	.50	W, F	40
"	Lgs P	2.48	.65	Tu, Th	40
Ixtapetec, Mexico	Mia P	.76	.40	Su, W, F	10
"	No P	.76	.40	Su, Tu, F	10
"	Bro P	.41	.25	Su, M, Tu, W, Th, F	10
"	Lgs P	.59	.40	Su, M, Tu, W, Th, Sa	10
Joao Pessoa, Brazil (Cabedello)	Mia P	1.23	.50	W	40
"	No P	1.64	.50	Sa	40
"	Bro P	1.64	.50	M	40
"	Lgs P	2.20	.50	Sa	40
Kingston, Jamaica	Mia P	.39	.25	Su, Tu, W, F	10
"	Mia K	0.34	.35*	We	10
La Guaira, Venezuela	Mia P	.81	.40	M, W, F, Sa	25
"	Mia K	0.75	.45*	We, Sa	25
"	No P	1.15	.50	Su, Tu, F	25
"	Bro P	1.15	.50	Dly	25
"	Lgs P	1.75	.50	Dly	25
La Paz, Bolivia	Mia P	1.25	.50	Su, Tu, W, Sa	35
"	No P	1.30	.50	Su, Tu, F	35
"	Bro P	1.30	.50	M, Tu, F, Sa	35
"	Lgs P	1.65	.50	Su, M, Th, F	35
Lima, Peru	Mia P	1.18	.50	Dly	30
"	No P	1.24	.50	Su, Tu, F	30
"	Bro P	1.24	.50	Dly	30
"	Lgs P	1.88	.50	Dly	30

Destination	U. S. Gateway & Airline	RATES		Depart	Mail per 1/2 Oz.
		Per Lb.	Per 100 Value		
Loja, Ecuador .....	Mia P	1.08	.50	Su,W,F	30
"	No P	1.17	.50	Tu,F	30
"	Bro P	1.17	.50	Tu,Th,Sa	30
"	Lgs P	1.78	.50	M,W,F	30
Maceio, Brazil .....	Mia P	1.26	.50	Su,M,Tu,W,	40
"	"	"	"	Th,Sa	"
"	No P	1.68	.50	Su,Tu,F	40
"	Bro P	1.68	.50	Su,M,Tu,Th,	40
"	"	"	"	F,Sa	"
"	Lgs P	2.24	.50	M,W,Th,F,	40
"	"	"	"	Sa	"
Managua, Nicaragua .....	Mia P	.86	.40	Dly	12
"	No P	.71	.40	Su,Tu,F	12
"	Bro P	.71	.40	Dly	12
"	Lgs P	1.22	.50	Dly	12
Mannos, Brazil .....	Mia P	1.24	.50	Su,W	40
"	No P	1.56	.50	Tu,F	40
"	Bro P	1.56	.50	M,F	40
"	Lgs P	2.13	.50	Su,Th	40
Mantaz, Ecuador .....	Mia P	1.03	.40	Th,Sa	30
"	No P	1.14	.50	Tu,F	30
"	Bro P	1.14	.50	W,F	30
"	Lgs P	1.74	.50	Tu,Th	30
Manzanillo, Cuba .....	Mia P	.28	.25	Dly ex Su	10
Maracaibo, Venezuela .....	Mia P	.69	.40	W,Sa	25
"	No P	0.87	.45*	W,Sa	25
"	Mia P	1.08	.50	Su,Tu,F	25
"	Bro P	1.08	.50	Dly	25
"	Lgs P	1.66	.50	Dly	25
Maturin, Venezuela .....	Mia P	.89	.40	Dly	25
"	No P	1.19	.50	Su,Tu,F	25
"	Bro P	1.19	.50	Dly	25
"	Lgs P	1.80	.50	Dly	25
Mazatlan, Mexico .....	Bro P	.57	.40	Dly	10
"	Lgs P	.45	.25	Dly	10
Medellin, Colombia .....	Mia P	1.06	.40	Su,Tu,W,F	35
Medellin, Colombia .....	Mia P	1.06	.40	Sa	35
(via Barranquilla)	No P	1.10	.50	Tu,Th,Sa	35
"	Bro P	1.10	.50	M,Th,F	35
"	Lgs P	1.66	.50	Su,W,Th	35
Mendoza, Argentina .....	Mia P	1.41	.50	M,W,Th,Sa	40
"	No P	1.55	.50	Su,Tu,F	40
"	Bro P	1.55	.50	Su,Tu,W,F	40
"	Lgs P	2.11	.50	M,Tu,Th,Sa	40
Merida, Mexico .....	Mia P	.37	.25	Su,W,F	10
"	No P	.37	.25	Su,Tu,F	10
"	Bro P	.55	.40	Dly	10
"	Lgs P	1.04	.40	Dly	10
Mexicali, Mexico .....	Lgs P	.20	.18	Dly	10
Mexico City, Mexico .....	Mia P	.64	.40	Su,W,F	10
"	No P	.64	.40	Su,Tu,F	10
"	Bro P	.26	.25	Dly	10
"	Lgs P	.69	.40	Dly	10
Mexico City, Mexico .....	Lgs A	.70	.35	Dly	10
"	Fv A	.40	.25	Dly	10
"	Ex A	.42	.25	Dly	10
"	So A	.74	.35	Dly	10
Minatitlan, Mexico .....	Mia P	.83	.40	Su,W,F	10
"	No P	.83	.40	Su,Tu,F	10
"	Bro P	.39	.25	Dly	10
"	Lgs P	.86	.40	Dly	10
Monterrey, Mexico .....	Fv A	.33	.25	Dly	10
"	Ex A	.34	.25	Dly	10
"	Lgs A	.62	.35	Dly	10
"	Sq. A	.74	.35	Dly	10
Montevideo, Uruguay .....	Mia P	.20	.18	Dly ex Su,W	10
Nassau, Bahamas .....	Mia P	1.25	.50	M,Tu,Th,Sa	40
Natal, Brazil .....	No P	1.61	.50	Su,Tu,F	40
"	Bro P	1.61	.50	Su,M,Tu,Th,	40
"	"	"	"	F,Sa	"
"	Lgs P	2.18	.50	Su,M,W,Th,	40
"	"	"	"	F,Sa	"
Oaxaca, Mexico .....	Mia P	.73	.40	Su,W,F	10
"	No P	.73	.40	Su,Tu	10
"	Bro P	.35	.25	Su,Tu,Th	10
"	Lgs P	.81	.40	Su,Tu,Th	10
Oruro, Bolivia .....	Mia P	1.26	.50	Su,Tu,W,Sa	35
"	No P	1.33	.50	Su,Tu,F	35
"	Bro P	1.33	.50	M,Tu,F,Sa	35
"	Lgs P	1.95	.50	Su,M,Th,F	35

Destination	U. S. Gateway & Airline	RATES		Depart	Mail per 1/2 Oz.
		Per Lb.	Per 100 Value		
Panama City, Panama .....	(See B. alboa, C. 2.)				
Para (Belém), Brazil .....	Mia P	1.13	.50	Dly	40
"	No P	1.34	.50	Su,Tu,F	40
"	Bro P	1.34	.50	Dly	40
"	Lgs P	1.95	.50	Dly	40
Paramaribo, Sur .....	Mia P	.97	.40	Dly	20
"	Mia K	1.34	.60*	Sa	30
"	No P	1.25	.50	Su,Tu,F	30
"	Bro P	1.25	.50	Dly	30
"	Lgs P	1.90	.50	Dly	30
Parnahyba, Brazil .....	Mia P	1.21	.50	Su,W	40
"	No P	1.48	.50	Su,F	40
"	Bro P	1.48	.50	M,F	40
"	Lgs P	2.04	.50	Su,Th	40
Point a Pitre, Guadeloupe .....	Mia P	.66	.40	Sa	15
"	No P	.98	.40	Su	15
"	Bro P	1.14	.50	Su	15
"	Lgs P	1.74	.50	Sa	15
Port au Prince, Haiti .....	Mia P	.37	.25	Dly	10
"	Mia K	0.39	.35*	Sa	10
Port of Spain, Trinidad .....	Mia P	.79	.40	Dly	15
"	Mia K	1.10	.55*	We,Sa	15
"	No P	1.20	.50	Su,Tu,F	15
"	Bro P	1.20	.50	Dly	15
"	Lgs P	1.81	.50	Dly	15
Porto Alegre, Brazil .....	Mia P	1.76	.50	Su,M,W,F	40
"	No P	2.19	.50	Su,Tu,F	40
"	Bro P	2.19	.50	M,W,F,Sa	40
"	Lgs P	2.75	.65	Su,Tu,Th,F	40
Puerto Suarez, Bolivia .....	Mia P	1.41	.50	W,Sa	35
"	No P	1.56	.50	Tu,F	35
"	Bro P	1.56	.50	Tu,F	35
"	Lgs P	2.13	.50	M,Th	35
Preston, Cuba .....	Mia P	.24	.25	Dly ex Sa	10
Quito, Ecuador .....	Mia P	.97	.40	Dly	30
"	No P	1.09	.50	Su,Tu,F	30
"	Bro P	1.09	.50	Dly	30
"	Lgs P	1.68	.50	Dly	30
Recife (Pernambuco), Brazil .....	Mia P	1.26	.50	Su,M,Tu,W,	40
"	"	"	"	Th,Sa	"
"	No P	1.65	.50	Su,Tu,F	40
"	Bro P	1.65	.50	Su,M,Tu,W,	40
"	"	"	"	Th,Sa	"
"	Lgs P	2.21	.50	Su,M,Tu,W,	40
"	"	"	"	Th,F,Sa	"
Rio de Janeiro .....	Mia P	1.50	.50	Su,M,W,F	40
"	No P	1.98	.50	Su,Tu,F	40
"	Bro P	1.98	.50	M,W,F,Sa	40
"	Lgs P	2.54	.65	Su,Tu,Th,F	40
Robore, Bolivia .....	Mia P	1.38	.50	Sa	35
"	No P	1.51	.50	F	35
"	Bro P	1.51	.50	F	35
"	Lgs P	2.08	.50	Th	35
Salinas, Ecuador .....	Mia P	1.05	.40	Th,Sa	30
"	No P	1.15	.50	Tu,F	30
"	Bro P	1.15	.50	W,F	30
"	Lgs P	1.75	.50	Tu,Th	30
Salta, Argentina .....	Mia P	1.30	.50	Su,Tu,F	40
"	No P	1.45	.50	Su,Tu,F	40
"	Bro P	1.45	.50	M,Th,Sa	40
"	Lgs P	2.03	.50	Su,W,F	40
San Ignacio, Bolivia .....	Mia P	1.33	.50	Sa	35
"	No P	1.49	.50	F	35
"	Bro P	1.49	.50	F	35
"	Lgs P	2.04	.50	Th	35
San Jose, Bolivia .....	Mia P	1.35	.50	Sa	35
"	No P	1.50	.50	F	35
"	Bro P	1.50	.50	F	35
"	Lgs P	2.08	.50	Th	35
San Jose, Costa Rica .....	Mia P	.89	.40	Dly	15
"	No P	.76	.40	Su,Tu,F	15
"	Bro P	.76	.40	Dly	15
"	Lgs P	1.31	.50	Dly	15

\* These rates are only due if consignments are shipped with declared value.

† Shipments for Montevideo must be assessed rates to Buenos Aires plus 55c per 2 lbs. or fraction thereof (min. 55c) for forwarding by other carrier to Montevideo, plus \$1.10 per shipment transfer charge at Buenos Aires.



Destination	U. S. Gateway & Airline	RATES		Depart	Mail per 1/2 Oz.
		Per Lb.	Per \$100 Value		
San Juan, Puerto Rico.	Mia P	.83	.40	Dly	.10
San Salvador, El Salvador.	Mia P	.79	.40	Dly	.12
"	No P	.61	.40	Su,Tu,F	.12
"	Bro P	.61	.40	Dly	.12
"	Lgs P	1.14	.50	Dly	.12
Santa Cruz, Bolivia...	Mia P	1.28	.50	W,Sa	.35
"	No P	1.43	.50	Tu,F	.35
"	Bro P	1.43	.50	Tu,F	.35
"	Lgs P	1.99	.50	M,Th	.35
Santiago, Chile.....	Mia P	1.38	.50	M,W,Th,Sa	.40
"	No P	1.51	.50	Su,Tu,F	.40
"	Bro P	1.51	.50	Su,Tu,W,F	.40
"	Lgs P	2.08	.50	M,Tu,Th,Sa	.40
Santiago, Cuba.....	Mia P	.36	.25	Dly	.10
Sao Luis, Brazil.....	Mia P	1.19	.50	Su,M,Tu,W, Th,Sa	.40
"	No P	1.43	.50	Su,Tu,F	.40
"	Bro P	1.43	.50	Su,M,Tu,Th, F,Sa	.40
"	Lgs P	1.99	.50	Su,M,W,Th, F,Sa	.40
Sao Paulo, Brazil.....	Mia P	1.55	.50	Su,M,W,F	.40
"	No P	2.04	.50	Su,Tu,F	.40
"	Bro P	2.04	.50	M,W,F,Sa	.40
"	Lgs P	2.60	.50	Su,Tu,Th,F	.40
Sao Salvador, Brazil..... (Bahia)	Mia P	1.23	.50	Su,M,Tu,W, Th,Sa	.40
"	No P	1.76	.50	Su,Tu,F	.40
"	Bro P	1.76	.50	Su,M,Tu,Th, F,Sa	.40
"	Lgs P	2.33	.50	Su,M,W,Th, F,Sa	.40
St. John, Antigua.....	Mia P	.64	.40	Su,M,W,F,Sa	.15
"	No P	.64	.40	Su,Tu,F	.15
"	Bro P	1.13	.50	Su,M,W,F,Sa	.15
"	Lgs P	1.73	.50	Su,Tu,Th,Sa	.15
St. Thomas, V. I.....	Mia P	.57	.40	Sa	.10
"	No P	.90	.40	Sa	.10
"	Bro P	1.10	.50	Sa	.10
"	Lgs P	1.68	.50	Sa	.10
Talara, Peru.....	Mia P	1.08	.50	Dly	.30
"	No P	1.17	.50	Su,Tu,F	.30
"	Bro P	1.17	.50	Dly	.30
"	Lgs P	1.79	.50	Dly	.30
Tampico, Mexico.....	Bro P	.20	.18	Dly	.10
"	Lgs P	.81	.40	Dly	.10
Tapachula, Mexico.....	Mia P	.74	.40	Su,W,F	.10
"	No P	.74	.40	Su,Tu,F	.10
"	Bro P	.53	.40	Dly	.10
"	Lgs P	1.02	.40	Dly	.10
Tegucigalpa, Honduras	Mia P	.82	.40	Dly	.12
"	No P	.68	.40	Su,Tu,F	.12
"	Bro P	.68	.40	Dly	.12
"	Lgs P	1.18	.50	Dly	.12
Tres Lagoas, Brazil....	Mia P	1.53	.50	Sa	.40
"	No P	1.66	.50	F	.40
"	Bro P	1.66	.50	F	.40
"	Lgs P	2.23	.50	Th	.40
Tucuman, Argentina....	Mia P	1.34	.50	Su,Tu,F	.40
"	No P	1.49	.50	Su,Tu,F	.40
"	Bro P	1.49	.50	M,Th,Sa	.40
"	Lgs P	2.05	.50	Su,W,F	.40
Turbo, Colombia..... (via Barranquilla)	Mia P	1.06	.40	Su,Tu,W,F	.35
Turbo, Colombia..... (via Balboa, C. Z.)	Mia P	1.06	.40	Sa	.35
"	No P	1.10	.50	Tu,Th,Sa	.35
"	Bro P	1.10	.50	M,Th,F	.35
"	Lgs P	1.65	.50	Su,W,Th	.35
Tuxpan, Mexico.....	Bro P	.20	.18	Dly	.10
"	Lgs P	.83	.40	Dly	.10
Tuxtla, Gutierrez, Mexico	Mia P	.81	.40	Su,W,F	.10
"	No P	.81	.40	Su,Tu	.10
"	Bro P	.45	.25	Su,Tu,Th	.10
"	Lgs P	.93	.40	Su,Tu,Th	.10
Uyuni, Bolivia.....	Mia P	1.26	.50	Su,Tu	.35
"	No P	1.38	.50	Su,F	.35
"	Bro P	1.38	.50	M,Sa	.35
"	Lgs P	1.95	.50	Su,F	.35

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		Per Lb.	Per \$100 Value		
Veracruz, Mexico.....	Mia P	.57	.40	Su,W,F	.10
"	No P	.57	.40	Su,Tu,F	.10
"	Bro P	.33	.25	Dly	.10
"	Lgs P	.79	.40	Dly	.10
Victoria, Brazil.....	Mia P	1.41	.50	Su,W	.40
"	No P	1.90	.50	Su,Tu,F	.40
"	Bro P	1.90	.50	M,F	.40
"	Lgs P	2.46	.50	Su,Th	.40
Villahermosa, Mexico...	Mia P	.49	.40	Su,W,F	.10
"	No P	.49	.40	Su,Tu,F	.10
"	Bro P	.43	.25	Dly	.10
"	Lgs P	.90	.40	Dly	.10

### ATLANTIC LINES

Botwood, Newfoundland	Nyk P	.81	.40	Twice wk	.15
England via Foynes*	Nyk E	(Rates on Application)			.30
"	Nyk P	(Rates on Application)			.30
Foynes, Eire via Botwood	Nyk P	1.73	.50	Twice wk	.30
" " via Lisbon	Nyk P	2.00	.50	Fortnightly	.30
"	Nyk E	1.73	.50		.30
Hamilton, Bermuda.....	Nyk F	.53	.25	Twice wk	.10
Horta, Azores.....	Nyk P	1.70	.40	Weekly	.30
Lisbon, Portugal.....	Nyk P	2.00	.50	Weekly	.30
Scotland via Foynes*	Nyk E	(Rates on Application)			.30
"	Nyk P	(Rates on Application)			.30
Shediac, N. B.....	Nyk P	.51	.25	Twice wk	.06
Wales via Foynes*	Nyk E	(Rates on Application)			.30
"	Nyk P	(Rates on Application)			.30

### ALASKA LINES

Aniak, Alaska	Ste P	1.03	.40	"	.06
Bethel, Alaska	Ste P	1.11	.40	Schedules not published	.06
Burwash Landing "	Ste P	.72	.40	"	.06
Fairbanks, "	Ste P	.90	.40	"	.06
Flat, "	Ste P	1.03	.40	"	.06
Galeana, "	Ste P	1.00	.40	"	.06
Junesau, "	Ste P	.56	.25	Schedules not published	.06
Lake Minchumina "	Ste P	.95	.40	"	.06
McGrath, "	Ste P	1.00	.40	"	.06
Moses Point, "	Ste P	1.07	.40	"	.06
Nome, "	Ste P	1.11	.40	"	.06
Tanacross, "	Ste P	.81	.40	"	.06
Tanana, "	Ste P	.95	.40	"	.06
Whitehorse, Canada	Ste P	.66	.40	"	.06

### CANADIAN LINES

Calgary, Alb.....	Nyk T	1.02	†	Dly	.06
Edmonton, Alb.....	Nyk T	1.06	†	Dly	.06
Halifax, N. S.....	Nyk T	.31	†	Dly	.06
Lethbridge, Alb.....	Nyk T	.44	†	Dly	.06
"	CubW	.04	†	Dly	.06
London, Ont.....	Nyk T	.22	†	Dly	.06
Montreal, Que.....	Nyk C	.12	†	Dly	.06
"	Nyk T	.12	†	Dly	.06
North Bay, Ont.....	Nyk T	.27	†	Dly	.06
Ottawa, Ont.....	Nyk T	.18	†	Dly	.06
Regina, Sask.....	Nyk T	.76	†	Dly	.06
St. John, N. B.....	Nyk T	.31	†	Dly	.06
St. John's, N. F.....	Nyk T	.55	†	Dly	.06
Sydney, N. S.....	Nyk T	.36	†	Dly	.06
Toronto, Ont.....	Nyk A	.16	†	Dly	.06
"	Nvk T	.16	†	Dly	.06
Vancouver, B. C.....	Ste U	.08	†	Dly	.06
"	Nyk T	.56	†	Dly	.06
Windsor, Ont.....	Nyk A	.30	†	Dly	.06
"	Cg A	.12	†	Dly	.06
"	Nyk T	.20	†	Dly	.06
Winnipeg, Man.....	GNW	.04	†	Dly	.06
"	Nyk T	.60	†	Dly	.06

\* British Overseas Airways Corp. carries from Foynes, Ireland to destinations in England, Scotland, and Wales.

† Canadian air express is carried on the same basis as air express within the U. S.: \$50 declared value free; excess charged at 10 cents per \$100 or fraction thereof.

NOTE: The per pound rate shown in this column is based on the average package weighing 25 lbs., i.e.: A 1 lb. package from New York to Ontario would cost \$1-25 lbs. \$4. Average cost per pound: 16 cents.

## Embargo Lifted on Express To Six Good-Nighbor Ports

**I**MPORTANT to shippers is the notice of the listing of the embargo against shipments to Antigua, British Guiana, Guadeloupe, Martinique, Trinidad and Virgin Islands. The embargo placed May 15, 1942, against shipments not under Air Transportation Priority or United States Government Bill of Lading is lifted and shipments will now be accepted at receiving offices of the Railway Express Agency, Inc., in the United States and Canada, also by the Canadian Pacific Express Company and Canadian National Railways, Express Department, in Canada, for forwarding by Air or Rail Service, as shippers instruct, to this company's International Airports of export, at rates and charges appearing in the current Memorandum Tariff-Schedule.

It was announced by L. A. Cholot, Express Traffic Manager of Pan American Airways, Inc., that the only countries still under embargo for shipments which are not under Priority or United States Government Bills of Lading in the Mexican, Central and South American, West Indies and Caribbean Area, are Brazil, French

Guiana, Paraguay and Surinam. It is hoped that it will be possible to remove the temporary embargo to these countries during the next few weeks.

Shippers will be interested to learn that at the present time there is now only minor delay in dispatch of shipments from the United States to South America, the West Indies and Caribbean Area, there being no delay to Mexico and Central American countries. The backlogs of shipments destined chiefly to points on the West Coast of South America and to Buenos Aires via the West Coast routing, which accumulated at points in transit, due to the removals in order to accommodate passengers and shipments under government transportation priorities, have been largely cleared. While no guarantee can be given under present war-time conditions, present indications are that the considerable delays, to shipments destined to certain countries, in dispatch from the United States and in transit, frequently experienced since shortly after Pearl Harbor until several weeks ago, will be greatly diminished.

## The Giant Commando Plane Goes Into Mass Production for the Army

**T**HE giant Curtiss Commando, largest twin-engine cargo aircraft in the world, on a scale heretofore unequalled in peace or war, will go into production, it has been announced by Curtiss-Wright Corporation and Higgins Aircraft, Inc.

The planes are for the Army Air Forces, which has labeled the huge ship the C-46, and the monthly production schedules are a military secret, except for the generality that no like number of transport type planes has ever been built before.

The size and carrying capacity, however, are not secrets. The Commando's cargo capacity of 2,755 cubic feet is greater than that of a standard thirty-six-foot freight car. Its wing span of 108 feet is equal to that of the four-engine Flying Fortress. It weighs 27,900 pounds empty, measures 76 feet 4 inches from nose to tail, and is 28 feet 9 inches high.

Its unobstructed main cargo compartment is 48 feet long, has a maximum width of nine feet ten inches and a maximum height of six feet eight inches. There are two smaller

belly compartments. The two 2,000-horsepower engines give it a speed of more than 250 miles an hour.

Curtiss-Wright and Higgins, as prime contractors, will build complete airplanes. In addition, the Higgins plant at New Orleans, under separate license, will supply outer wing panels for Commandos produced in the Curtiss-Wright Buffalo plant; and the Curtiss-Wright Louisville factory will manufacture outer panels for its St. Louis plant.

The basic design of the Commando, intended for use by commercial airlines of the United States as a thirty-six-passenger luxury liner, was evolved in 1936. The prototype, known as the CW-20 was flown for the first time on March 26, 1940, at St. Louis.

The prototype was purchased and flight-tested by the Army Air Forces, transferred to Great Britain, flown non-stop across the Atlantic in a little more than nine hours, and is now in service with British Overseas Airways Corporation.